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Telegrams.

RUSSIA AND CHINA.

WAR RISK PREMIUMS
RISING IN LONDON.

THREE DAYS' GRACE.

(REUTERS' SERVICE.)

Bombay, March 26, 11.55 a.m.
St. Petersburg advices state that a Russian ultimatum to China demands an exhaustive and satisfactory reply to the Note recently sent by Russia to Peking. The answer must be received by the 28th inst. otherwise Russia reserves to herself the right of freedom of action to make the Chinese Government responsible for its obstinacy.

In London a considerable amount of war risk insurance is being effected at Lloyd's.

Yesterday insurance of this class was ten to twenty guineas against last Monday's rate of three guineas.

China Surrenders.

(THE "TELEGRAPH" CORRESPONDENT.)

Shanghai, Mar. 27, 10.50 a.m.

Latest news of the Russo-Chinese crisis is satisfactory.

China has fully surrendered to Russia's demands, finding herself in no position to resist.

DRAGGING NEGOTIATIONS.

Peking March 26.—The reply of the Chinese Government to Russia's second Note states that, as Russia has withdrawn her demand for a Consulate at Shramo (?), China agrees to the establishment of a Consulate at Kobdo. Secondly, China advances arguments to maintain her former contentions in reference to the tea trade. Thirdly, China recognizes the right of Russians to freedom of trade with outer China. Fourthly, China declares that she desires to discuss the question of Customs duties. The tone of the reply is more independent, and it is considered doubtful whether it will be satisfactory.—"N. C. D. News."

PROPOSED TELEGRAPH LINE.

(THE "SHAT PO" SERVICE.)

Peking, March 26.

The Board of Communications proposes the establishment of a telegraph station between Canton and Chin Shan, a place near Mucoo.

Telegrams.

AMERICA AND JAPAN.

EMPEROR SENDS MESSAGE
TO PRESIDENT.

(REUTERS' SERVICE.)

Bombay, March 27, 7.40 a.m.

Baron Uchida, says a Washington telegram, has delivered a personal message from the Emperor of Japan to President Taft.

The Japanese Ambassador called at White House and delivered the message by word of mouth. It said that the Emperor never placed the slightest credence in the false and wicked reports that were current in America that Japan had designs on Mexico, causing the activity in American military circles.

THE ALIEN QUESTION.

PRESIDENT TAFT PUTS
CHECK ON CALIFORNIA.

(REUTERS' SERVICE.)

Bombay, March 27, 7.40 a.m.

President Taft's message to the Governor of California has had a good effect.

It has checked the progress of the anti-Japanese legislation recently introduced by the passing of the law prohibiting aliens holding land in the State of California.

(THE "INDEPENDENT NEWS" AGENCY.)

Tokio, March 27.

Well-informed diplomats here do not regard with any serious misgivings the proposed legislation to deprive aliens of the right of holding land in the State of California.

They are of opinion that even if the Bill does pass without friction the Lower House, as well as the Senate, the Governor of California will be too judicious to give a hasty approval of the measure.

The tone of the Japanese press is on the whole optimistic as to the situation.

The cruiser Poerous left Spithead on 21st ult. for the China Station with supernumeraries aboard. At Gibraltar she will take one of the submarines in tow for Hongkong.

Telegrams.

RUSSIAN POLITICS.

TWO COUNCILLORS
SUSPENDED BY IM-
PERIAL DECREE.

(REUTERS' SERVICE.)

Bombay, March 26, 7.20 a.m.

Advices from St. Petersburg state that two of the members of the Council of Empire have been suspended as a result of the recent political crisis following the defeat of M. Stolypin.

The suspension has been made under Imperial Decree and holds good until 1912. The Councillors are General Tropoff and Councillor Durnovo, who were mainly responsible for M. Stolypin's defeat and resignation.

March 27, 7.40 a.m.

The Octobrist leader, M. Guchekoff, according to telegrams from St. Petersburg, has resigned the Presidency of the Duma.

COURT OF TRIBUNAL.

IN SHANGHAI.

(THE "SHENG PO" SERVICE.)

Peking, March 26.

The Governor of So-chow has memorialised the Throne to institute a High Court of Tribunal in Shanghai. An Imperial decree has been issued to consider this memorial carefully.

THE OPIUM QUESTION AGAIN.

BRITISH MINISTERS
PROTEST.

(THE "SHENG PO" SERVICE.)

Peking, March 26.

Communications have passed between Sir John Jordan, the British Minister at Peking, and the Board of Foreign Affairs with regard to the proposed curtailment of the period in which opium may be imported to China. Sir John Jordan declares that steps could be taken in this direction only if the total suppression of poppy growing in Kansu and Turkestan is carried out faithfully.

Telegrams.

GUN-MAKING AT SHANGHAI.

(THE "SHENG PO" SERVICE.)

Peking, March 26.

The President of the Army Board has telegraphed to the gun factory in Shanghai to increase the number of workmen so as to facilitate manufacturing guns without delay.

CHINA'S FINANCES.

(THE "SHENG PO" SERVICE.)

Peking, March 26.

The Navy Board is in lack of funds. The Board of Finance has requested the Board of Communications to redeem the Peking-Hankow Railway loan of Tls. 5,000,000. Therefore the Board of Communications has negotiated with the Yokohama Specie Bank for a loan of Tls. 8,000,000 at 5 per cent. to redeem the Peking-Hankow Railway loan.

TO INSPECT FRONTIER.

(THE "SHENG PO" SERVICE.)

Peking, March 26.

The Grand Councillors are of opinion that it is not advisable to send Viceroy Li of Yunnan, and Viceroy Hsi Liang of the Three Eastern Provinces to inspect the frontiers, and they intend sending some other officials instead.

FOREIGN LOANS.

TO BE RAISED IN CHINA.

(THE "SHENG PO" SERVICE.)

Peking, March 26.

The President of the Board of Communications is in conference with the Grand Councillors about raising a foreign loan of Tls. 20,000,000 to enable the Han-yang iron and steel works to supply all the requirements for the army, navy and the different railways in China.

Madras, Feb. 18.—A Cochin correspondent states that on Thursday, about 200 students of the Erasmian College were dismissed by the Principal for absconding themselves without leave. The boys have telegraphed to the Dewan of Cochin and to the special officer of the State.

Telegrams.

BRITISH IN YUNNAN.

(THE "SHAT PO" SERVICE.)

Peking, March 26.

The British Government has agreed to send deputies to negotiate the Pien-ma disputes in Yunnan before the withdrawal of the British troops.

JAPANESE LOAN.

ON A PAR WITH THE
QUADRUPLE AGREEMENT.

(THE "INDEPENDENT NEWS" AGENCY.)

Tokio, March 27.

Press comments on the proposed new Japanese loan to China are on the whole favourable.

The agreement has been arrived at between the Yokohama Specie Bank and the Board of Posts and Communications, and its terms and conditions are substantially the same as those governing the pending quadruple loan from the four powers, England, France, Germany and the United States.

PROPOSED TERRITORIAL ARMY FOR CHINA.

(THE "SHENG PO" SERVICE.)

Peking, March 26.

The President of the Army Board has proposed to organise a Territorial Army for national defence but the Grand Councillors strongly objected to the proposal.

The President was greatly displeased at the result, and has threatened to resign.

TROUBLE IN MEXICO.

(REUTERS' SERVICE.)

Bombay, March 25.

The Mexican Cabinet has resigned.

President Diaz has deferred action in the matter.

All communication with the city of Chihuahua has been cut off by the rebels, and the citizens, who number 25,000, are threatened with starvation.—"Osaka Asahi."

It is reported that the revolutionary disturbances in Mexico have spread all over Coahuila and Morelos. In Chihuahua also, the strength of the revolutionists is formidable.—"Osaka Mainichi."

WORLD'S NEWS.

(FROM "N. C. DAILY NEWS.")

THE KINGDOM OF ITALY.
London, March 22.—Various European Parliaments have adopted resolutions congratulating Italy on the jubilee of her unity. The Clerical parties opposed these resolutions and did not vote, as Italian unity was achieved at the expense of the Pope's temporal power. Their opposition in the Belgian Parliament led to uproarious scenes.

THE CHAMPAGNE IN- DUSTRY.

London, March 26.—The Department of Aubois in France is in passive revolt owing to its exclusion from the Champagne District delimited under the new law to secure the genuineness of champagne. The authorities in forty municipalities have resigned; public services are at a standstill; taxes remain unpaid and flags are flown at half-mast. Counter-meetings on the part of the inhabitants of the delimited district threaten violence if the Department of Aubois is included.

THE FRENCH ARMY.

London, March 21.—A telegram from Paris states that in the discussion on the Army Estimates in the Chamber of Deputies, M. Berthelette, the Minister of War, said that the numbers enrolled in the Army were at present increasing, but that even if they sank to an insufficient level, France would still have her glorious Foreign Legion, and might even think of her black troops. Everybody should know that they were not a dying nation, but a strong and solid people.

THE SITUATION IN MEXICO.

New York, Mar. 15.—On the 10th instant the U.S. Government formally demanded the delivery of the two American subjects who were arrested some time ago by the Mexican Army on suspicion of being military spies. The U.S. troops near the Mexican frontier have commenced preparations for the further increase of cavalry forces. Yesterday the U.S. Government dispatched telegraphic order to the warships anchored along the Mexican coast to leave Mexican territorial waters immediately. The coalminers at a place called Eagle Pass, Mexico, to the number of 8,500, have gone on strike, and may possibly join the rebels in which case U.S. troops may enter Mexico.—"Asahi."

FRENCH POLICY IN MOROCCO.

London, March 15.—The Moroccan policy of the new French Cabinet contains the following items: (1) To strengthen and enlarge the source of revenue and the authority of the Sultan of Morocco; (2) to supervise the fulfilment of the Sultan's international obligations; and (3) to organise a military force of five thousand well-trained men under the supervision of French officers, and to provide expenditure for the undertaking. Two battalions of troops are proceeding towards Casablanca with a number of mountain guns.

ANGLO-AMERICAN ARBITRATION.

London, March 23.—Telegrams from New York state that a movement, embracing commercial, religious and financial interests, with the object of arousing national and international support for the establishment of an Anglo-American Arbitration Treaty, will be formally launched at the Peace Dinner on April 8. Sir Edward Grey, British Secretary of State for Foreign Affairs, and Mr. Andrew Carnegie would be invited to attend.

The Sind cotton crop, having been damaged by frost at Hyderabad at the end of December, is reported at about two-thirds of normal.

AMERICAN NEWS.

(VIA MANILA.)

Washington, March 23.—Word has been received in Washington that the Mexican troops have fired on a detachment of the 3rd United States Cavalry on guard near El Paso patrolling the frontier. The State Department has demanded an explanation from the Mexican government for the incident.

Washington, March 22.—According to the present plans of the Democratic leaders in Congress the investigation of the administration of the Philippine Islands will go on as soon as the new Congress meets. The new Committee on Insular Affairs has decided to relieve Representative Martin of the task of prosecuting the investigation and take up the inquiry itself as soon as Congress meets.

Washington, March 23.—General Edwards of the Bureau of Insular Affairs has summoned Governor Curry of New Mexico to Washington for a conference. It is rumoured about the capital that Governor Curry is to succeed Governor General Forbes. Stories to this effect have been published in a number of papers, but your correspondent was unable to get any confirmation of the rumour. The officials of the War Department refuse to discuss the purpose of the conference.

A TREATY QUESTION.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, March 25.

The Viceroy is in receipt of a despatch from the Board of Foreign Affairs regarding an alleged defiance of treaty. The despatch says that the British Minister at Peking has lodged a protest to the Board against the illegal detention of 36 chests of foreign opium in Sam-sui by the deputies in charge of the anti-opium bureau there while the cargo was on the way to the Kiangsai. The British Ministers consider this action as an infringement of the Chefoo treaty. The Board is requested to inform the Canton Viceroy to allow the opium to proceed to its destination without delay.

The Weather Forecast.



On the 27th at 11.50 a.—The barometer has risen quickly on the N.E. coast of China, and fallen moderately in Wladivostok and E. Japan.

The depression lying over Manchuria yesterday, has moved into the N. part of the Sea of Japan. Pressure remains high over China.

Fresh to strong monsoon may be expected over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast District.

- 1.—Hongkong and Neighbourhood, N.E. and E. winds, fresh; fair.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Lamook, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

HOME POLITICS.

**RUMOURED CABINET
CHANGES**

In Radical and Labour circles usually well-informed respecting Ministerial intentions, there is a revival of the rumours of impending Cabinet changes; and if wealth of detail counts for anything, the latest story would appear to be better founded than some of its predecessors.

The story runs, says the London correspondent of the "Yorkshire Post," that there is a section of the Cabinet whose difficulties ahead over the preparation of the scheme of Poor Law reform, to which the Government is committed, and are, therefore, anxious that there should be a change at the Local Government Board.

It is an open secret that the relations between Mr. John Burns and his more advanced colleagues are none too cordial, and the latter are credited with sharing the fears of the Labour party that any scheme of Poor Law reform put

forward by Mr. Burns will be unacceptable to a large section of the supporters of the Ministry in the house. It is suggested, therefore that Mr. Burns should be replaced by a colleague who is more likely to frame a measure acceptable to the party, and the general opinion at the Radical club is that Mr. Malden is the man best fitted for the task.

Mr. Haldane is a keen student of Poor Law questions, and those who claim to be in his confidence assert that nothing would give him greater pleasure than to take this task in hand, should a majority of his colleagues agree to

the change:

**THE CENSUS OF THE
EMPIRE.**

**EFFORT TO OBTAIN
COMPLETE FIGURES OF
POPULATION.**

Through the Colonial Office the English census officials have been communicating with the census officials of the Oversea Dominions, Dependencies, and Crown Colonies in order to obtain statistics, as complete as possible, of the population of the whole Empire. Such an inquiry was undertaken for the first time ten years ago, and the result was published in a large Blue-book in 1906. The principal table there printed showed a total of 388,301,704 including estimated or partly estimated figures for many places in some of which no census had been taken. The total was made

United Kingdom, 41,458,721;
Isle of Man and Channel Islands,
150,370; other European area,
472,592; Indian Empire, 294,361;
056; other Asiatic possessions,
6,208,808; West Africa, 28,902,
166; South Africa, 6,674,527;
other African regions, 7,362,995;
North America, 5,613,250; West
Indies and Central America,
1,611,406; South American,
298,149; Australia, 3,836,154;
New Zealand, 816,214; other
Australasian possessions, 542,376.

As a result of the present attempt it is hoped to obtain, not only a more complete enumeration, but a more uniform classification of the vast and varied brotherhood united under the British King and the British flag.

COST OF NAVAL DISASTERS.

The report of the Auditor General upon Naval Appropriation Account for the year ending March last shows the total gross expenditure was £37,385,460


leaving a surplus of £97,785. The total number of men of all ranks shown in the estimates was 128,000. The net loss upon sal-

Gladiator was £10,487. The losses through the collision between the steamer Eddystone and the submarine C11, off Cromer, in

July, 1909, when the submarine
sank, was placed at £43,030. Of
this sum, £18,281 was received
from the owners of the Eddystone.

Over £10,000 was expended by the Admiralty in attempts to salvage the submarine. The amount paid in compensation for damage done to colliers in coaling war-

ships was £7,800, compared with £7,093 paid in the previous year.



1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

PHOTOGRAPHIC NOTES.

PRACTICAL HINTS BY AN EXPERT.

Hand Cameras.—I have just received a note from a reader in which he asks for advice upon the purchase of a hand-camera, as he is desirous of taking up the art of photography. It has been a privilege, and I have looked upon it as an honour, to induce a goodly number of individuals to take up the study of this fascinating art; and I am also able to say, with a certain amount of pride, that in more than one instance success, in the nature of medalled work, has crowned their efforts. Perhaps a few hints may be of service upon that form of instrument which is almost certain to be the one with which the reader—by reason of its apparent simplicity—will be induced to commence his career as an amateur. Needless to mention, the particular kind of camera to which I refer is one of the various makes of hand-camera, or, as they were at one time called, "detective" cameras. Fortunately, the latter form has almost completely disappeared, for the time itself indicated that the uses to which the instrument could be put were such as would not commend themselves to those who had any respect for the calling of photography or for the feelings of others. It is certainly advisable that the beginner should recognize those features in the instrument which are indispensable to the successful accomplishment of photographic work and at the same time be able to detect others which, although to a certain extent not actually necessary, will confer distinct practical advantages without undue complications.

The Perfect Instrument possesses among others, the following important features: It should be light and compact, at once capable of being quickly and easily adjusted when required to be brought into use. It should also possess the means by which it could be focussed in such a manner that, if necessary, lenses of different focal lengths could be used. If the camera is of the magazine type and carries plates, the automatic changing device should be one which would permit of the rapid changing of a plate after exposure in an easy and unobtrusive manner. If, instead of plates, films are used, then the automatic arrangement necessary for the substituting of a new portion of the film should be uncomplicated in its working.

The shutter should not only be capable of giving a certain range of what are termed instantaneous exposures, but should also be provided with an arrangement whereby "time" or prolonged exposures are possible. The lever for the liberation of the shutter should be at a point which the finger could easily reach when the camera is being held in position; further, it should only require a very slight pressure, in order to release it; otherwise the instrument is very liable to jar at the moment when all movement should be minimised as far as possible. The shutter should be of that construction which will permit of the maximum amount of illumination being given to the plate, which is at the same time consistent with simplicity of construction. By the above remarks it will be seen that in a modern instrument no small amount of mechanical ingenuity has had to be expended upon the production of a hand-camera, and this, too, at what may be termed moderate price.

Cautions.—I would strongly recommend beginners to make a careful examination of the instrument for what is often a serious fault with otherwise fairly good forms of hand-cameras—the defect to which I refer is that which, owing to their construction, is almost certain to occur after they have been used for any length of time, viz., that they become not quite light-tight from the fittings round the various openings working loose through wear or climatic changes. A most thorough examination should on no account be omitted, especially if the instrument being purchased is not new, but one which has seen a certain amount of service.

The Changing Apparatus.—Carefully test the changing device in order to find out if it can

be worked easily, and that it possesses no complications that may cause sticking of the plates or of throwing them out of register. I speak feelingly on this point, for I well remember that some years ago I was touring on the Continent, and had just previously purchased a really good make of hand-camera. Unfortunately, I did not test the changing arrangement and it was only when I came to use the instrument, and after about half a dozen plates had been exposed, that the trouble commenced—first one would "jam" and then another; and it meant taking the camera to the nearest dark-room, in order that the mechanism could be readjusted. I spent quite a number of plates, and was so disgusted with the instrument that I gave up the photographic part of the tour in despair. Do not, therefore, on any account be persuaded not to test the changing device with actual plates (waste negatives), so that one may be confident of its thorough working and trustworthiness. In certain forms of changing arrangements, the method employed has a tendency to produce dust; but if the interior of the camera near the changing apparatus is occasionally rubbed over with a little glycerine, the chances of pinholes resulting from the particles of dust settling on the plates will be considerably reduced. Another form of annoyance which may happen is that the plates get scratched during the operation of changing. Sticking gummed discs of paper at the corners of the sensitive side of the plate will obviate to some extent this trouble; but it is always best to select that particular form of changing arrangement in which such trouble is not likely to arise.

HOLDING THE CAMERA.

A most important caution is that of seeing that the camera is held perfectly steady during the time the exposure is being made. This unfortunately is a feature which is a purely personal one, and no definite rule can be given. Some readers may possess very steady hands, while others of a nervous temperament will under the excitement of making an exposure be quite unable to remain sufficiently steady for but the very shortest exposures. I have had occasion more than once to point out that in hand-camera work it is always advisable to give as long an exposure as possible and to rely upon the intelligent employment of stops, for any correction in this matter that may arise through the use of exceptionally rapid plates, or under conditions of "extremely brilliant lighting." I would suggest as an easy means of acquiring certainty in the matter of remaining perfectly still during exposure that the reader make a few simple experiments, for by so doing he will obtain information regarding the time during which he can hold the camera sufficiently still in order to ensure a sharp image resulting. Ordinary individuals this varies between 1-sec. and 3-sec., while in very exceptional cases it may last as long as 1-sec. Once the information has been obtained the lowest speed at which the shutter may be used when the camera is held in the hand is practically settled, and its acceleration will of course be based upon other factors which may enter into the question, such as the line along which the object is moving, the rapidity with which it is moving, its distance from the camera, etc.

STOPS.

In hand-camera work too little attention is paid to the matter of the regulation of the size of the diaphragm or stops. By lessening the size of the stop my readers will of course be aware that an equivalent reduction in the illuminating powers of the lens follows, and a further important fact occurs that this reduction in the size of the aperture increases the depth of focus of the lens within certain limits. This is really important for it mainly affects the sharpness and clearness of the image. Therefore, the smallest stop that the sensitiveness of the plate and the nature of the light will allow when the speed at which the shutter will be worked is taken into consideration, should be that ordinarily employed. Hence, always set the shutter to work as slow as the nature of the subject will allow, for by so doing it enables one to use a much smaller aperture than would otherwise be the case.—"The Artist."

Mails.

NORDEUTSCHER LLOYD.

BREMER.

IMPERIAL GERMAN MAIL LINES

For	Strains.	To sail on
KUDAT and SANDA KAN	"BORNEO" Capt. F. Sembill (T. 5,050)	End of March.
KOBE & YOKOHAMA	"PRINZ WALDEMAR" Capt. F. Iscke (T. 6,100)	About TUESDAY, 4th April.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" Capt. B. Welbalm (T. 17,300)	WEDNESDAY, 5th April, at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. J. Binzer (T. 18,300)	About WEDNESDAY, 5th April.

All the steamers of the Imperial German Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to:

NORDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 24th March, 1911.



SHORTEST & QUICKEST ROUTE

BETWEEN

THE FAR EAST & EUROPE.

via DAIREN.

WINTER SCHEDULE.

(Effective till 30th April, 1911.)

EXPRESS TRAIN SERVICE, composed of specially equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun four times a week in connection with the Trans-Siberian Express Train and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fare	Shanghai (Steamer) Lv.	Dairen (S.M.R. Train) Lv.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Fri. Sat. Sun.
\$10	Shanghai (Steamer) Lv.	Dairen (S.M.R. Train) Lv.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Fri. Sat. Sun.
Y11.35	Mukden (S.M.R. Train) Lv.	Changchun (S.M.R. Train) Lv.	Mon. Wed. Fri.	Mon. Wed. Fri.	Tue. Thu. Sat.
Y11.50	Changchun (S.M.R. Train) Lv.	Dairen (S.M.R. Train) Lv.	Mon. Wed. Fri.	Mon. Wed. Fri.	Tue. Thu. Sat.
R 9.50	Dairen (S.M.R. Train) Lv.	Shanghai (Steamer) Lv.	Mon. Wed. Fri.	Mon. Wed. Fri.	Tue. Thu. Sat.

Connecting at Harbin with

SOUTH BOUND.

1st Class Fare	Shanghai (Steamer) Lv.	Dairen (S.M.R. Train) Lv.	Mon. Wed. Fri.	Mon. Wed. Fri.	Tue. Thu. Sat.
R 9.50	Shanghai (Steamer) Lv.	Dairen (S.M.R. Train) Lv.	Mon. Wed. Fri.	Mon. Wed. Fri.	Tue. Thu. Sat.
Y11.59	Mukden (S.M.R. Train) Lv.	Changchun (S.M.R. Train) Lv.	Mon. Wed. Fri.	Mon. Wed. Fri.	Tue. Thu. Sat.
Y14.50	Changchun (S.M.R. Train) Lv.	Dairen (S.M.R. Train) Lv.	Mon. Wed. Fri.	Mon. Wed. Fri.	Tue. Thu. Sat.
Y10.00	Dairen (S.M.R. Train) Lv.	Shanghai (Steamer) Lv.	Mon. Wed. Fri.	Mon. Wed. Fri.	Tue. Thu. Sat.

Connecting at Harbin with

Supplementary Changes on DAIREN-CHANGCHUN Service. EXPRESS Extra Fare Y5.00 SLEEPING CAR Supplement Y5.00. TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS—Yamato Hotel, (Tel. Ad.: "Yamat.") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Ad.: "Manchuria." Codes: A. B. C. 5th. Ed. A. I. & Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE EAST.

Output 3,500 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Chiofo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT,

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Ad.: "Manchuria." Codes: A. B. C. 5th. Ed. A. I. & Lieber's Agents: MITSUI BUSSAN KAISHA, LTD. Hongkong, 24th January, 1911.

AUCTIONS.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 27th day of March, 1911, at 8 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	100	Island Lot No. 494, Below Kennedy Road near Lot No. 179.	112 ft. 112 ft. 112 ft. 112 ft.	112,000	112,000	112,000

Hongkong, 18th Mar., 1911. [976]

TO LET.

NO. 10, MACDONNELL ROAD.

OFFICES in KING'S BUILDINGS, 4th Floor.

AN OFFICE on 1st Floor, 16, DES VOEUX ROAD CENTRAL.

ODDONS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Saman's Institute, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.

Hongkong, 24th Mar., 1911. [159]

TO LET.

FLATS in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate possession. Cheap Rental.

Apply to—HUMPHREYS ESTATE & FINANCE CO., Ltd.

Hongkong, 15th Mar., 1911. [968]

TO LET.

ODOWN No. 54, DUNDRELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

Hongkong 1st Mar., 1911. [61]

TO LET.

A SMALL STORE next door to No. 28, Corner of D'AGUIAR STREET, from To-day.

Apply—YEN YEE & CO., Hair Dressing Saloon.

Hongkong, 7th Mar., 1911. [946]

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS, PROVISION & COAL.

MERCHANTS.

Hongkong 23rd Mar., 1911. [990]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

司公隆廣李

CABINET-MAKERS and ART DECORATORS.

from Shanghai, has re-opened the FURNITURE STORE at

No. 59, DES VOEUX ROAD CENTRAL, The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(84) A. S. Watson & Co. 13th May, 1891.

ORDERS punctually attended to and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 4th August, 1903.

Public Companies.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Hongkong, on MONDAY, the 27th day of MARCH, 1911, at 11.30 o'clock in the forenoon, when the following Resolutions will be proposed:—

(1) That Article No. 80 of the Articles of Association of the Company, which now reads:—

"As remuneration for their services the General Managers shall retain of the paid out of the funds of the Company a salary at the rate of Seven thousand and Two hundred dollars per annum; and a commission of five per centum on the net profits of the Company in every year in which the net profits shall amount to seven per centum of the capital of the Company"

be amended by eliminating therefrom the words

"in which the net profits shall amount to seven per centum of the capital of the Company"

in the sixth and seventh lines thereof.

(2) That Article No. 92 of the Articles of Association of the Company, which now reads:—

"The Consulting Committee other than the General Managers shall be paid out of the funds of the Company by way of remuneration Two thousand Five hundred dollars for each year that the net profits amount to seven per cent of the capital of the Company and such remuneration shall be divided among them in such proportion and manner as the Consulting Committee may determine and in default equally"

be struck out and that in lieu thereof the following Article be inserted:—

"Article No. 92

"Each member of the Consulting Committee not being a member of the General Managers' firm shall be paid out of the funds of the Company by way of remuneration for his services the sum of Five hundred dollars per annum."

(3) That Article No. 104 of the Articles of Association be struck out and that in lieu thereof the following Article be inserted, namely:—

"Article No. 104

"All dividends unclaimed for one year after having been declared may be invested or otherwise made use of by the General Managers for the benefit of the Company until claimed, and all dividends unclaimed for five years after having been declared may be forfeited by the General Managers for the benefit of the Company. This clause shall not be deemed to constitute the Company a trustee of unclaimed dividends and no dividends shall bear interest against the Company and a dividend shall not be deemed a specialty."

(4) That the above Resolutions shall be re-adopted in their effect and that the alterations in the Articles of Association of the Company thereby effected shall be deemed to have been effected and to have come into force on the first day of January, 1910.

Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

Dated this twenty-fourth day of March, 1911.

By Order,

JOHN D. HUMPHREYS & SON, General Managers.

995

Public Companies.

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE EIGHTH ORDINARY YEARLY MEETING of the above Company will be held at the Company's Office, St. George's Building, at 12.15 p.m., on TUESDAY, the 28th March, 1911, to receive a Statement of Accounts to the 31st December, 1910, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor. The TRANSFER BOOKS of the Company will be CLOSED from the 14th March to the 28th March, both days inclusive.

The CHINA-BORNEO Co., Ltd. W. G. DABBY, General Manager. Hongkong, 9th Mar., 1911. [952]

Public Companies.

F. P. DANENBERG.

The Royal Aerial Water Manufacturing Company, Limited.

NOTICE is hereby given that the FIRST ORDINARY MEETING of the above Company will be held at Messrs. Harry Wicking's Office, St. George's Building, on THURSDAY, the 30th day of March, 1911, at 4.30 p.m., for the purpose of complying with Sec. 90 of the Companies Ordinance of 1865.

Hongkong, 23rd Mar., 1911. [989]

Public Companies.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS. NOTICE is hereby given that the THIRTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at Noon, for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1910, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 16th April to the 26th April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 22nd March, 1911. [985]

Public Companies.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. NOTICE is hereby given that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 p.m. for the purpose of receiving the report of the Directors together with the statements of account to 31st Dec., 1910, and of declaring dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 16th April to the 26th April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 22nd March, 1911. [986]

Public Companies.

MAN CHEONG.

10, WELLINGTON STREET CENTRAL, HONGKONG.

SWATOW DRAWING WORK. Gentlemen and Ladies' TAILORS & OUTFITTERS. Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Laces, &c., &c. Hongkong, 23rd January, 1911. 885

Public Companies.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS OF THE WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

992 Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

Public Companies.

Rock BEER.

ORIENTAL BREWERY LIMITED HONGKONG.

Intimations.



**A. S. WATSON &
CO., LD**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT
MERCHANTS.

**WATSON'S
E**

VERY OLD LIQUOR

**SCOTCH
WHISKY**

A Blend of the Finest Pure
Malt Whiskies distilled in
Scotland

**GENUINE AGE
AND
FINE MELLOW
FLAVOUR.**

**Robert Porter & Co.'s
BULL DOG**

**BRAND
GUINNESS' STOUT**
in P.N.T.S. and S.P.L.T.S.

**A. S. WATSON &
CO., LD.**

ALEXANDRA BUILDINGS,
Hongkong, 7th July, 1910. [28]

DEATH.

On the 26th inst. at the Government
Civil Hospital, E. I. Ellis, aged 56.
Shanghai, Straits and India papers,
please copy. [309]

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

Cable Address: Telegraph
Hongkong.

A. B.C., 5th edition
Western Union.

**THE
Hongkong Telegraph**

HONGKONG, MONDAY, MARCH 27, 1911

MOTOR BOAT TRANSIT.

The short transit trade of the colony, Canton, and the neighbouring ports on the Chinese coast is likely to witness a change in its character in the not distant future. The coming of the motor boat is not an event of any degree of freshness, but latterly it appears to have greatly increased its popularity among the Chinese. The motor boat builders at Sha-tau-ko have been busy of late and have completed, we understand, some five or six new craft. The Kowloon and Taikoo Docks are prepared to build motor boats, the former being already responsible for several, the latest, intended for the Haploing trade, making its trial run yesterday. This activity foreshadows a very complete change in the short transit trade of these waters, as well as the springing up of a prosperous local industry. The motor-engined boat is capable

of high speeds, requires far less engine-room space than its steam-engine predecessors, and less fuel space, and is thus admirably adapted as a fast cargo boat. In addition, it is cheaper to build nor does it take so long to complete as other power craft. Those are its virtues as they appear to a layman; what the drawbacks of the motor boat are we are not sufficiently expert to say. However, it is evident that there are those among us who believe firmly in its value, and are determined to make even larger use of it in the future than at present. It is suggested, in this connection, that the employment of motor boats would permit of a daylight service between here and Canton, and we believe the experiment is to be tried. With a boat built for speed as well as cargo space, the run, it is thought, could be made in from four to five hours. In from two to three the boat could be discharged and the return journey made within the twelve hours. But whether this is feasible or not, the extension of motor boat traffic is undoubted, and with so large a field of activity, as that presented by the coastwise trade of South China, there is no reason why it should not be a success. It makes for the general good that any change which might improve trade conditions should be made the subject of an experiment, at least, and since the motor boats now plying at Canton have proved their value to the full the result of this experiment is a foregone conclusion.

HONGKONG DAY BY DAY.

Mr. W. Hereward Hill, of Canton, has been elected a member of the Society of Arts.

The China tea market was reported to have been quiet but firm in London on the 24th of February.

The Admiralty have appointed Lieutenant J. W. Clayton to the Cadmus, and Lieutenant A. P. Saunders to the Alacrité.

The Peninsular and Oriental Steam Navigation Company's s.s. Delhi is expected to arrive at 6 a.m. on Thursday, 30th March, 1911.

The Tokio Nippon Kaisha is now negotiating with the Mexican Government with a view to the establishment of a coaling station at Canboth near Manzanillo.

The shareholders of the United Singapore Rubber Estates, Ltd., have unanimously authorised the sale of their property on the terms suggested by the directors in their recent circular.

The annual sports in connection with the Hongkong schools will be held at Happy Valley on the afternoon of the 24th proximo. Further particulars may be had from the Hon. Secretary at the Diocesan Boys' School.

An extraordinary general meeting of the members of the Kowloon Bowling Green Club will take place at the Club House on Monday, 3rd April, at 5.45 p.m., to discuss the advisability of building an improved club house.

We are desired to state that Lady Lugard will be "At Home" as usual on Friday afternoon, the 31st instant, when, through the courtesy of His Excellency Vice-Admiral Sir Alfred Winslow, K.C.B., C.V.O., C.M.G., the Band of H.M.S. Minotaur will play at Government House.

The Hongkong G. P. O. is evidently determined to jealously uphold its reputation for non-hustling. It has just broken another record. The acknowledgment for a letter which was registered at Hongkong on the 17th February last for Shanghai arrived in the Colony on Saturday morning—only five weeks from the date of its despatch!

The two new submarines in tow of the cruiser Diana and Bonaventure, which had to break their journey eastwards at Gibraltar owing to stress of weather, left there on 22nd ult. for Malta.

Three cases of enteric fever are reported for the week ending on Saturday. No deaths occurred. The cases were all imported. One case of diphtheria, a Eurasian, is reported. Of ten cases of small-pox, all Chinese, six caused death. Two of the cases were imported.

The Officers Commanding the several units of the Hongkong Garrison have been instructed to arrange that trained men shall thoroughly search, twice a week, their barracks and surroundings with a view to detecting and destroying mosquito larvae and to remove likely breeding places.

The man the sloop Rosario, which is to be commissioned at Hongkong by Lieut.-Commander N. E. Archdale for service as depot ship of the Hongkong Submarine flotilla, a crew has left Chatham depot for Portsmouth, to embark in the cruiser Edgar for passage to the Far East. Lieut. Archdale will command the flotilla.

Commander B. O. M. Davy, who had command of the Hearty on the North Sea survey during the latter part of the surveying season, has left for Hongkong to recommission the surveying ship Merlin, which since Captain F. C. Leamouth started for home to take charge of the Hearty has been temporarily under the command of Lieutenant F. A. Ryne, her first lieutenant.

All Manila was thrown into a state of excitement a few days ago by the discovery that cheques to the value of eighty thousand pesos had been lost between the office of the official cashier and the Treasury Bureau. The banks were instructed to stop payment, and scrutinise all papers presented, but the situation was shortly afterwards relieved by the discovery of the missing valuable documents under the seat of the caretaker used by the cashier's messenger, who is a Filipino.

His Excellency the Governor, accompanied by Captain Simson, (Private Secretary), returned yesterday afternoon after a visit to Canton. His Excellency, in charge of Mr. Groves, the general manager of the Chinese section of the Kowloon-Canton railway, and two Chinese officials, journeyed the whole way down the new road along which construction is proceeding, and was not at Shatin yesterday afternoon by Lady Lugard and Captain Taylor, A. D. C.

THE LATE MR. E. I. ELLIS.

We regret to make the announcement of the death of Mr. E. I. Ellis, who succumbed yesterday after a painful illness for which he had been treated in the Government Civil Hospital. Mr. Ellis had been ailing for some time past and he was removed to hospital about a month ago. The deceased gentleman was a well-known and popular member of the Jewish community, was hon. secretary of the Synagogue and dispenser of the Charity Fund, to which he devoted much of his time, and the poorer classes will by his departure lose a true-hearted friend. Mr. Ellis had been over 35 years in the Colony and was universally respected and liked. With his relations we have the deepest sympathy. His kindly nature made him endeared of all and his tenure of office with Messrs. P. D. Sassoon & Co. was one long record of energetic and faithfully performed duties.

The funeral is to take place this afternoon, passing the Monument at 5 o'clock.

COMMERCIAL.

The quotations from the Stock Exchange, Shanghai, on the 22nd, were:—H. & S. Bank Corporation, Ltd. shares at \$912 1-2 for cash; Maatschappij, etc. in Langkat, Ltd. shares at Tls. 115 for March; Alms Estate, Ltd. shares at Tls. 12 1-4 for cash; and Hall & Holtz, Ltd. shares at \$20 for cash.

VOLUNTEER INSPECTION

On Saturday afternoon the Hongkong Volunteer Corps was inspected by Major-General A. G. Andersson. The General was accompanied by Capt. W. M. Stewart, P.S.C., of the Cameron Highlanders, D.A.A. and Q.M.G., and Capt. J. de L. Simons, R.G.A., A.D.C. At the conclusion of the inspection, the General said:—Colonel Chapman, Officers, N.C.O.'s and men of the Hongkong Volunteers—it is an ancient truism that it is the duty of each citizen to take an efficient part in the defence thereof. This spirit of good citizenship is to-day being translated into action to a marked extent, both at home, in the heart of the Empire, and in the many Britains beyond the seas. In this eastern section of our far-flung battle line, you, who have shown to-day that you are efficiently doing your share in this great national, patriotic movement, are the leaven which leavens the lump, and from what I have seen of you to-day, and on previous occasions, I know that you have it at heart to make yourselves efficient in the role you have selected. But, gentlemen, the Corps suffers from one fatal defect, the lack of numbers. We cannot have too much of a good thing, and therefore we want more of you, more gunners, more engineers, and above all more infantrymen. We want more leavees to leave a larger lump, and I urge each one of you to-day to add to the efficiency of the Corps by inducing other citizens of the Empire to join it, and, by joining it, to take his share also in the patriotic work which your sense of duty has induced you to take up. Some of the members of the Corps are shortly going home to join with our comrades in arms from all corners of the British Empire in celebrating the coronation of His Gracious Majesty, our King-Emperor. I wish them all good luck, and feel sure that they will worthily represent this distant outpost of the Empire and its corps of volunteers in that great assemblage of the citizen soldiers of the Empire. Finally, I hope that the shadow of the Corps may never grow less, but on the contrary may largely increase.

The Corps then marched back to headquarters and dismissed.

THE NEW JAPAN-AMERICA TREATY.

A REMARKABLE REPORT.

According to a report sent out from Washington by the Associated Press, says a Tokyo dispatch to the "Asahi," the new Japanese-American Treaty contains a clause to the effect that in the event of the "desired result" not being obtained after the new Treaty has been in operation for six months, either of the High Contracting Parties may give notice of its intention to terminate the Treaty at any time, and the instrument will become null and void six months after such notice has been given. The report adds that the U.S. Government, holding the inherent right to stop the immigration into America of foreigners by a domestic law, apart from the retention of the supplementary clause in the existing Treaty, sees no necessity of specially making such a stipulation in the new Treaty, which would only reflect on the national prestige of Japan. It was on this principle that the U.S. Government agreed to the exclusion of the clause in question in the new Treaty.

GOLF.

The following is the result of the competition for the March monthly cup, played for in Shanghai on March 19 and 20, 1911. Conditions: 18 holes against bogey.

A. Stockton (England) Gas Company has secured a hundred thousand pounds contract from the Japanese Government to supply electrical plant and carry out electrification of a portion of the Japanese railways.

THE PLAGUE.

Chofoo, March 22.—The plague is stayed. Only two cases occurred here on Monday. The silk filatures and the factories have resumed work at full pressure. EXPERIMENTS AT HARBIN.

Professor Zabolotny and other members of the Russian Plague Investigation Commission have arrived at Harbin, bringing with them twenty-five cases containing experimental apparatus and 150 lbs. of medical preparations. They have already commenced experiments on monkeys, turban, dogs, cats, and other animals.

The number of fresh plague cases daily recorded in South Manchuria is now under twenty. According to investigations by the plague-suppression authorities, says a Mukden message to the "Mandarin," the plague cases recorded among the South Manchurian Railway up to the 15th instant numbered 5,111, including 227 cases in Kwantung province, and the railway zone. This number 2,133 cases have appeared in Changelung, and 1,948 in Mukden. Besides these, 615 cases appeared up to the 8th instant in the villages in the neighbourhood of Mukden, and it has been ascertained that 180 of the bodies have been cremated.

HOME POLITICS.

DETAILS OF THE ALL-NIGHT BUDGET SITTING.

London, Mar. 10.—The House of Commons, which sat all night, was the theatre of some exciting scenes during the proceedings. At midnight Mr. Austen Chamberlain moved the closure, but Mr. Churchill, the Home Secretary, on behalf of the Government, opposed the resolution.

Mr. Balfour pointed out that Mr. Asquith had promised to give sufficient time to the discussion of the Budget without resorting to prolonged sittings.

Mr. Churchill retorted that the Government could not alter its decision and was not departing from its original plan. The sitting was continued. Every time Mr. Churchill moved that the debate be limited to particular Articles of the Bill, noisy scenes ensued, and the Opposition frequently prevented the Home Secretary from proceeding.

The Speaker for some time called the Opposition to order, but without lasting effect. At 3.30 a.m. Mr. Balfour moved the closure, but Mr. Churchill opposed the motion, and noisy scenes again ensued.

After 5 o'clock, the debate, which had been interrupted by disorderly scenes on both sides of the House, was renewed. At 9.55 a.m. the proceedings were adjourned till noon.

Mr. Asquith, the Premier, has left for Switzerland to visit his daughter, who is suffering from a serious illness.

PAYMENT OF MEMBERS.

London, March 23.—In the House of Commons the Premier, Mr. H. H. Asquith, stated that payment of Members will be proposed this year.

HAINAN NEWS.

March 9.—Several thousand coolies are leaving for Singapore owing to the drought and consequent hard times here.

The three A.P.M. Boys' Schools each report about forty borders enrolled, besides a goodly number of day pupils, and other applicants are being turned away for lack of space.

Plague still continues in the Tancheng District, while abating in some towns, we learn of one market town whose inhabitants have all been camped into grass huts on the plain.

Mr. Harding, the temporary successor of H.B.M. Consul, Mr. Pearson, has arrived in Hallow.

LOG BOOK.

Notice is given in the official Gazette that the Omiji-awa beacon light at the west entrance to Shimonoski strait was altered as follows on the 25th instant:—Acetone gas flashing red light, showing one flash every three seconds; candle power, 50; distance visible, eight nautical miles in clear weather.

It is notified in the Gazette that the blockhouse buoy at Shanghai has been shifted to the following positions:—The blockhouse buoy is now moored in 35 feet at low water of spring tides. From the buoy, blockhouse island beacon bears S. 77.12 degrees E., distant 4.06 miles. The quarantine lower buoy is now moored in 38 feet at low water of spring tides. From the Buoy, Wosung lighthouse bears S. 61.12 degrees W., distant 2.22 miles.

The new light on Japan Island, Victoria Harbour, Japan Island, will be established on or about 18th April next. The light of the 4th order occulting every 10 seconds, (7 seconds light, eclipse 3 seconds), is elevated 79.12 feet above high water, visible 14 miles and will show:—White from N. 55 degrees E. through north, to N. 73 degrees W., Red from N. 73 degrees W. through west, to S. 23 degrees W.; White from S. 23 degrees W. to S. 13 degrees W.; Red from S. 13 degrees W. through east, to N. 55 degrees E. The light will be exhibited from a skeleton steel framework painted red, situated 50 yards N. 72 degrees E. from the old building.

Captain J. Mahmann, a well-known resident of Yokohama, and for many years adviser to the harbour authorities in Kobe, left Yokohama by the N.Y.K. steamer "Hirano-maru" for Europe, and expects to be absent several months.

We learn from the "Japan Gazette" that Mr. P. J. McCormick, the senior engineer in the N.Y.K. service, has severed his connection with the company and left Yokohama on the 15th instant by the "Awa-maru" for Seattle, en route to New York, where he intends to reside. Mr. McCormick came to Japan in the "Golden Age" in the early sixties, and has been forty-one years in the service of the N.Y.K. and the company which preceded it. He has for some time held the gold medal as Commodore Engineer of the N.Y.K. Fleet, which carried with it an extra Y. 25 per month. We understand Mr. McCormick, on leaving, received from the company the largest bonus ever paid to an engineer, and a personal letter of thanks from the president of the company. Mr. R. Low, another engineer in the service of the N.Y.K., and formerly of the "Bingo-maru," has also left the company, and sailed on the "Awa-maru" for British Columbia, where he intends to settle. Mr. Low, who has been in the N.Y.K. for about twelve years—being previously with the C.P.R.—has for some time been a patient in the Yokohama General Hospital, but has so far recovered to permit of his leaving Japan. Captain Hori-dahl, late commander of the "Sado-maru," who has been in the service of the N.Y.K. about twelve years, has retired, and left on the "Hirano-maru" en route to Sweden, where he intends to settle.

The gross earnings of the Austrian-Lloyd for the year ending December last amounted to 34,065,860 kronen, showing an excess of 3,500,423 kronen over the receipts for 1909. The total distance travelled by the company's ships, upon which the Government subsidy is based, was 2,143,255 sea miles, or 52,826 miles in excess of distance performed in the preceding year.

THE GAMBLING EVIL.

IN CANTON.

The Canton Self-Government Society has written to Admiral Li Chun to the effect that the day fixed for the total suppression of gambling will be celebrated by the Canton navy. On that day it is suggested that there should be a display of bunting on board all the vessels in commutation of the occasion.

GOVERNOR LUGARD AT CANTON.

ENTERTAINED BY VICEROY—CHANG.

[FROM OUR SPECIAL REPRESENTATIVE]

Canton, 26th March, 1911.

During last week the British residents of Shamen again enjoyed the pleasure of the sight of a small British fleet in the harbour bringing with it a distinguished British party to Canton. The party consisted of H. E. Sir Frederick Lugard, Lady Lugard, Capt. N. Simson (private secretary), Capt. P. H. Mitchell Taylor (aid-de-camp) and Mr. C. Clementi (Colonial secretary). I understand that the party left Hongkong at 10.45 p.m. on Thursday last on board the tender "Stanley" (Capt. G. L. Willoughby). H.M. destroyers "Otter" and "Hart" were lying in wait at the Central Fairway of the Eastern entrance to their harbour and conveyed the "Stanley" right up to Canton. The destroyers followed in line astern all the way.

At 4 a.m. on Friday the British flotilla passed Whampoa where a fleet of Chinese gunboats were at anchor in anticipation of their arrival. As soon as British vessels were signalled three of the Chinese gunboats flashed their searchlights on the incoming vessels and as the latter passed them, the senior ship with Commodore P.C. Ho, I.C.N., on board, fell in line astern bringing up the rear with the "Stanley" leading. In this order the fleet proceeded up to Canton and arrived at their destination at 7.45 a.m., the three vessels from Hongkong making fast to the buoys for British gunboats of the Settlement.

MORNING CALLS.

Commodore Ho, of the South China Division of the Chinese Squadron, was the first visitor to board the "Stanley." Following him was Taotai F. M. Sah, of the Bureau of Foreign Affairs, and who is attached to the Viceroy's Yamen. His visit was made on behalf of His Excellency Chang Ming-chi, Viceroy of Canton. H.B.M.'s Consul-General made an official visit to Governor Lugard, as also did the Commander of the French gunboat in port. Mr. Fung Wa-Chun also left his card.

THE OFFICIAL LANDING.

was timed for 10.30 a.m. Sir Frederick Lugard with his suite left the tender at the appointed time and after a short visit to the Consulate General was escorted to the Viceroy's Yamen where the British high official was received in State by the Viceroy of the Two Kwang, H.E. Chang Ming-chi. The Governor's entourage were entertained to luncheon at the Palace, besides whom there were also present, Commander Lamb of the "Otter" and Lieut.-Com. H. S. Monroe of the "Hart." After luncheon the party returned to the Consulate.

H.E. the Viceroy returned Sir Frederick's visit in the afternoon. He proceeded to Shamen about 3.30 p.m. and was provided with the usual escort. In the Consulate Grounds a guard of honour was drawn up. It was made up of bluejackets from the river gunboat "Mooreen" and the t.b.d. "Hart." These two vessels also fired a complimentary salute in honour of the Chinese official.

The Governor and party returned to the ship at 5.30 p.m. when the "Stanley" shifted down to Tai-Shan-lau—the terminus of the Canton-Kowloon Railway. Their Excellencies were accorded a hearty reception by Mr. Frank Grove, Engineer-in-Chief of the Chinese section of the railway. The visitors were the guests of Mr. and Mrs. Grove at dinner that evening.

BY RAIL TO HONGKONG.

Sir Frederick, accompanied by Mr. Clementi and Capt. Simson, left the "Stanley" at 9.30 a.m. on Saturday and returned to Kowloon by rail. This, I believe, was the first time His Excellency made the journey from end to end of the line by rail. Lady Lugard with Capt. Taylor returned to Hongkong on the "Stanley."

Throughout the visit there was, in nautical parlance, very dirty weather. Had the weather been more propitious, the party's stay in Canton would have been a more extended one.

VAN DEN BORN FLIES.

SUCCESSFUL EXHIBITION AT SHATIN TO-DAY.

Van den Born, before a small audience comprising not more than a couple of hundred persons, gave two successful exhibitions of flying at Shatin this afternoon. The aviator set his machine in motion about 1.15 p.m. and flew a straight course of about half a mile. He attempted several times to turn in flight, but the high wind prevented him doing so. The landing was accomplished with ease. Mr. Van den Born then again rose in the air and again successfully flew. His speed was high, the aeroplane travelling at least fifty miles an hour.

Only a few Europeans witnessed the flight. Among them were Lady Langard and Mr. and Mrs. Lindsey, of the Kowloon-Canton Railway. The failure of the aviator yesterday to carry out the programme set was, no doubt, responsible for the small attendance. We understand that Mr. Van den Born will give another exhibition on his return from Canton next week.

ABORTIVE AVIATION.

To a man of Mr. Van den Born's reputation in the ranks of modern aviators, his failure to fly at the widely-advertised meeting at Shatin must be a source of great annoyance and disappointment; to the public, these abortive efforts at aviation are extremely unsatisfactory.

As we stated in our columns on Saturday, the exhibition on the following day largely depended for its success upon the state of the tide. Low water was approximately at noon, and those who took the 11.30 train to the aerodrome on Sunday found ideal weather conditions and a large expanse of dry ground from which the aviator could ascend. High hopes were entertained therefore of a satisfactory exhibition, but from one cause or another the birdman did not fly, while the tide steadily encroached upon the space at his disposal.

The spectators were in large numbers by four o'clock, but by that time it was impossible to see the machine in motion owing to the state of the tide. The meeting, like its precursors, ended abortively, to the great disappointment of all concerned. It would appear that but for some defects in the machine itself, there was nothing whatever to prevent the aviator making an ascent.

We trust for the sake of Mr. Van den Born's reputation and in view of the obligation he has placed himself under to the public of Hongkong, that he will arrange that his next attempt be made at a time when his machine is in perfect order and the condition of the tide allows him to use it. If the wind should then prove too much for his ability to fly, we can only blame the clerk of the weather.

Lady Langard, accompanied by Captain Taylor, A.D.C., Mr. Slade, and others proceeded as far as Shatin yesterday afternoon on a special train, at 3.10, in the hope of witnessing a flight. There was a crowd of 1,500 people there, and it was distinctly disappointing that the water filling the low lands would not permit of the aviator's appearance. One would imagine it would have been an easy matter to overcome the water difficulty by running out a small bamboo jetty immediately in front of the marsh, and thus, if the wind permitted, flights could be made at any time. It is said that Mr. Van den Born will have a meeting in Canton and later on will attempt to fly with every success we hope, in Hongkong.

MAROONED ON A DESERT ISLAND.

Wonders will never cease. The gay and happy crowd which travelled to Shatin with a light heart yesterday in the hope of seeing a tangible demonstration of the art of flying did not derive any great amount of satisfaction but they were, however, or some of them, at any rate, made the principals in an impromptu comedy which almost smacked of Gilbert and Sullivan, with this difference, however, that a vein of tragedy running through it.

The tragedy in question—or what threatened to become a tragedy—originated thus. A number of unsuspecting folk who had invested their money in the purchase of first-class tickets,

proceeded to onseconce themselves singly within the exclusive area. Once seated they awaited, with an amount of patience which was wonderful to behold, the flight of the aeroplane which was never seen, while the red-coated bindsmen played music which "hath power to soothe the savage breast" but which scarcely had the effect of soothing the "savage" feelings which had by this time crept up in the hearts of the patient ones. Meanwhile, they, laughingly chatted and the intervals were filled by anathematising things in general. But all this time, they were in blissful ignorance of the fact that they were being isolated by the incoming tide, which, like a thief in the night, surrounded them on every side almost before they had time to realise their perilous position. Then, when they had finally grasped the situation, some of the leading spirits put their heads together and met in solemn conference to devise ways and means to rescue themselves from their unpleasant position. A number of them utilized the chairs for the construction of an impromptu bridge. One member of the party, however, with a more fervid imagination than the rest, appropriated two chairs and proceeded to step alternately from one on to the other and was getting on quite merrily when, unfortunately, he was rudely checked in his progress by a sudden change. A member of the management, on seeing that the articles were being roughly handled, ordered a coolie to proceed to take away the chairs and the latter gentleman, with childlike innocence, took away one chair and the unfortunate gentleman found himself installed on one solitary chair with apparently no means of escape from his "confinement." He obviously felt exasperated but he tried his best to conceal his feelings lest he should tempt those around him to indefinitely withhold assistance from him for the sake of indulging in a hearty laugh against him. There he stood waving his hands about frantically for help, which seemed so near, and yet so far! Eventually, a coolie, who had taken the precaution of having his trousers tucked up, doubtless being galled with visions of a princely tip, offered to carry the gentleman across, and a couple of minutes later, the hapless one heaved a sigh of relief to feel that he had been rescued from a veritable predicament and demonstrated his gratefulness by a handsome tip.

The above strange experience, however, did not comprise the sum-total of the day's tragic experiences. A well-dressed Chinese gentleman who was responsible for the safety of a number of Chinese damns seemed the embodiment of despair. He kept rushing about from place to place, obviously as equally helpless as his work proteges, and constantly kept repeating "My best scheme is to," etc., without a particular desire on his part to suit his words to his action. Someone suggested that the ladies should be carried on the shoulders of coolies, this evidently appearing to him the easiest and most convenient method of solving the difficulty but the gentleman concerned raised his hands in a gesture of despair, which was evidently meant to signify the modest disposition of the ladies. Finally, he bailed a passing sampan and the party was landed on the other side to their intense relief, and, judging from the broad smile which illumined the gentleman's features, he evidently imagined that he had accomplished a strategic feat worthy of the great Napoleon himself.

A number of young bloods, however, elected to remain behind and foregathered in the immediate neighbourhood of the bar-room which was fortunately there. They proceeded to sample the various mysteriously-labelled bottles standing on the counter and a voice was heard to remark in a whisper that if anyone was possessed of a business disposition, he would at once buy up all the "precious beverage" available at the ordinary price and then proceed to "corner the market." On being asked why he did not wish to enrich himself in this fashion, he explained that he lacked the necessary funds and with a distinctly Scottish touch, added in a whisper that he

did not mind going halves, since he was the first to suggest the idea; which was, after all, equal to half the capital. He assured his companion quite strenuously that they were bound to make a modest haul, since the "mountain dew" that they had with them was the sole consolation of the victims, who could not obtain it in any other way for love or money.

What struck every body most forcibly, however, was the apparent indifference which was displayed almost stoically by a party of ladies and gentlemen. They remained in the isolated area long after the others had left. Their attitude was one of complete disregard to the conditions prevailing, which had the effect of winning admiration and respect for them. It is not known whether they succeeded in securing the services of a sampan when they decided to leave, if at all. The result of yesterday's "meeting" was that those who left Shatin valley yesterday afternoon were a sorer and wiser crowd than the merry throng who had started on their wild-goose chase.

YACHTING.

THE HONGKONG CORINTHIAN YACHT CLUB.

The second race in the four-tower class for the "Bryndide Cup" took place yesterday, the course being Datum Rock (starboard) and home. The wind was fairly fresh out of the north-east, and increased in force during the morning. Only three boats started, and at Green Island Broom gave up, leaving Erin and Evadne to fight it out between themselves. Erin rounded the mark first, being closely followed by Evadne. When both stood over to the north on the starboard tack, Erin led the way back to Green Island, but Evadne, putting about and getting into the smoother water on the Stonecutter side, managed to establish a lead, which she kept the rest of the race, crossing the finishing line only a few minutes ahead of Erin. Perhaps the conditions for this cup ought to be mentioned, as not only does the winning of the race count to win the cup but also seamanship, in getting under weigh and picking up moorings on returning. The conditions were: Boats to be "smuggled down" with awnings and sail covers on, with headstails in bags, etc., dinghies to be in line on the shore and on gun fire crews to get into them and row off and get under weigh in proper seamanship manner. Dinghies to be towed throughout the race. Boats to be properly smuggled down again before coming ashore after the race. The same boat to win twice to take the cup. Messrs. J. Redie and Burn acted as umpires, and were thorough in their examination both before and after the races. Evadne won both races, thanks to mishaps to the others.

In the other classes a race was held for a cup kindly presented by Mr. C. Klink, a very keen supporter of sport of any kind. A large number of boats turned out to compete for it, the course being to the east of the harbour. The wind was fresher, towards Channel Rocks and many changes took place during the race. The improved Gael class proved to be superior boats in the heavy weather and the Beatrice had a comfortable lead the greater part of the race, with Thecla standing next. Owing to a misunderstanding with regard to the finishing line, the Beatrice crossed the line by the mark boat, while Thecla crossed at 10.15, whilst, thus finishing first and securing the prize.

THE CANTON BUDGET.

A BIG DEFICIT.

[THE TELEGRAPH CORRESPONDENT] Canton, March 25. Last year the Provincial Treasurer received instructions from the Board of Finance to institute an inquiry into the amount of the annual receipts and expenditure for the whole Province, preparatory to the making out of the National Budget for this year. A full report of the inquiry has now been submitted to the Canton Viceroy by the Provincial Treasurer. It shows that the annual receipts for last year represented over 24,000,000 taels, and expenditure was responsible for a sum of over 26,000,000. Thus the Provincial Treasury shows a deficit of over 2,000,000 taels.

THE STRANDING OF THE "CARNARVONSHIRE."

COURT OF INQUIRY.

At the British Consulate-General, Kobe, on the 10th instant, a Court of Inquiry was held to investigate the circumstances attending the stranding of the British steamer "Carnarvonshire" in the Inland Sea on the 6th instant. Mr. R. de B. Layard, British Consul-General, presided, and was assisted by two Assessors, Captain G. Fullerton, master of the S.S. "Baron Cawdor," and Captain R. C. Craggs, master of the S.S. "Epsom."

Captain W. F. Gregory, master of the "Carnarvonshire," deposed that his vessel passed a steamer on the port side, about a mile west of Nabeshima. The "Carnarvonshire" was steering a straight course which would take her a quarter of a mile off to the southward of the light. He remained on deck until the steamer had passed, and then went below. He was just about to lie down, when he heard the telegraph ring. He ran on deck to see what was the matter, but before he could get up the ship had struck. On examination, the vessel was found to be fast on the reef, with her head north by west. He had the walls sounded and found 7 feet of water in the No. 1 hold, and having no reliable cargo there he stopped the engines. He attributed the accident to the vessel sheering from her course through a strong tide on the starboard bow; there was a swirl there. The tide caught the ship in some mysterious manner, though she was answering her helm splendidly in the Shimonoaki and Kuroshima Straits. The pilot and second officer were on the bridge at the time of the accident. The tide was setting against the vessel, and they could see the light clearly. He did not think anything went wrong with the steering gear in the Inland Sea. The Chief Engineer was watching it, which he always did in narrow waters. They had no trouble with the steering gear in the Inland Sea, but they had had trouble in the Iki channel the night before. The vessel had behaved splendidly in the Shimonoaki and Kuroshima Straits. In the former case the tide was against them and in the latter it was with them, and so they were able to observe the vessel under all conditions. He had been watching the pilot all through the Inland Sea, and was satisfied with the course he was steering. The steamer they passed was on the same side as the rock on which they struck, which proved that their course would have taken them safely through. Their course would have taken them two cables off all danger. He did not think the steer was due to the helm not being brought over quick enough.

Robert Oswald Chisholm, second mate, said he was on the bridge at the time of the accident. When the Nabeshima light was passed the course was altered from E. to E. by N. The pilot then ordered "starboard a little," but immediately after ordered "port" again, because he saw the steamer was surging to port. Then he ordered "hard a port." The vessel was immediately put over hard a port, but the sheer increased. He realised that the vessel was surging round against her helm, and rang the telegraph, and asked the Pilot if he wanted to go full astern. The Pilot said "no, full ahead." He sent the quartermaster to the Chief Engineer to find out if anything was wrong with the steering gear, and called the Captain himself to tell him the ship was swinging against her helm. When he opened the chart-room door the captain was coming out. He was on the bridge again immediately, and a moment or two afterwards she struck. The pilot ordered "stop" and "full astern."

Alfred Ernest Smith gave evidence concerning the time the telegraph rang. It rang the first at 2.37 a.m. The engines had stopped when he felt the ship strike. The foregoing witnesses were the parties to the hearing. Captain Katsura, the Pilot; William John Lamb, Chief Engineer; and Jonas Karlson, Quartermaster, corroborated. The Court having regard to the circumstances above stated finds as follows:—

That the stranding of the S.S. "Carnarvonshire" at 2.37 1/2 a.m. on March 6th, 1911, on Nabeshima Rocks in the Inland Sea of Japan was due to the vessel being caught suddenly in the eddy current which caused her to take a sheer at 5 points against the helm, which sheer was probably aggravated by a natural tendency of the vessel to cant with her head to port, the evidence of some of the witnesses going to prove that such a tendency exists. That no blame attaches to master, officers, crew or pilot of the vessel in regard to the casualty.

POLICE COURT.

The chauffeur, who was charged with manslaughter, appeared again at the Police Court, this morning, and was discharged, principally on the evidence given by Mr. D. Clark, the American passenger who was in the car at the time when the Chinaman was knocked down.

Private McCarthy, of the K.O.Y.L.I., was sentenced to a month's imprisonment, at the Police Court this morning, for the theft of a gold ring from a jeweller's shop in Des Vaux Road.

A Chinese, who had been induced to come from the interior with a view to being employed in the tin mines in the Straits got amuck on Saturday and, armed with a piece of firewood, he cleared about 200 people out of the boarding-house Kwong Tai Chong, Des Vaux Road. He inflicted rather serious injuries on one or two people. He was remanded in custody this morning.

A MOTOR-BOAT FOR HAIPHONG.

Yesterday a new motor-boat which has been built at the Kowloon Docks went on her trial run and accomplished a speed of 12 knots. She is specially built to meet the requirements of the local Haiphong trade, and is a splendid vessel of her type, reflecting credit both on her builders and on her owners. The war will leave shortly for the French port. Her construction has been supervised by Mr. Wilson.

THE JAPANESE ALLIANCE.

In the House of Commons, Lord Winterston asked if the Japanese Government had been consulted about the proposed Anglo-American arbitration treaty. Sir Edward Grey, Secretary of State for Foreign Affairs, replying, refused to make a definite statement as to whether the Japanese Government had been officially informed or left to gain their knowledge through the newspapers. The Liberals cheered Sir Edward Grey's evasions. The Unionists regard Japan's position as the delicate point in any Anglo-American arrangement, which would mean Great Britain's repudiation of treaties and "ententes," as the "Daily News" learns from a high authority. The "Globe" strongly supports Lord Winterston, saying "We must first consider our alliance with Japan."

The "Evening Standard" takes the view that an Anglo-American Alliance would mean war and not peace, as America would expect English support against Japan, in return for American help to England in Europe. The "Evening Standard" points out that England is already pledged to Japan, saying "It is out of the question that we should enter into an active partnership with Japan's rival and possible enemy." "Osaka Mainichi."

KING-EMPEROR AND MADRAS.

NO TIME FOR A VISIT.

Madras, February 20.—The Sheriff of Madras has been informed that the Government of India have intimated to the Madras Government that "His Majesty's pleasure has been taken in the matter of his visit to Madras and that His Majesty greatly regrets that he will be unable to visit Madras on this occasion owing to the pressure of time, but that the spirit of loyalty and devotion with which the resolution of the citizens of Madras is inspired is greatly appreciated by His Majesty."

Today's Advertisements.

ORGAN RECITAL. ST. JOHN'S CATHEDRAL.

TUESDAY.
APRIL 4th, at 5.30 p.m.

Tosca and Fugue..... Bach.
La Nuit Karg Elert.
Finale Schumann.
VIOLINIST Mr. Timmorscheidt.
Hongkong, 27th Mar., 1911. [999]

HONGKONG SCHOOLS' ATHLETIC SPORTS, 1911.

THE ANNUAL MEETING will be held on the Race Course, April 21th, commencing at Noon, the heats being run off on the 22nd.

There will be the usual events for Old Boys, entry forms for which, together with fees of 50 cents for each race, should be sent in not later than April 1st to the

HON. SECRETARY,
Diocesan Boys' School,
Hongkong, 13th Mar., 1911. [1000]

LOST.

On Sunday, March 26th, between Wyndham St. (Flower Market) and Kowloon Ferry, A GOLD CHAIN BRACELET with CRYSTAL PENDANT. Reward given to anyone returning same to

A. W.
C/o "Telegraph."

Hongkong, 27th Mar., 1911. [1001]

EST ASIATIQUE FRANCAIS.

(C/o Messageries Maritimes).

S.S. "TOUAREG."

CHANGE OF NAME.

The name of the S.S. "Touareg," running on the Hongkong-Haiphong-Quangchow route, has been changed to

S.S. "SIKIAN."

Fortnightly departure from Hongkong as usual.

The next departure will be on WEDNESDAY, the 29th March, 1911, at 9 a.m.

P. THOMAS,
Agent.
Hongkong, 27th Mar., 1911. [1002]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "PALMA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 1st April, at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. LEWETT,
Superintendent.
Hongkong, 26th Mar., 1911. [4]

Intimations

SOURD MILK.

We are making a specialty of Artificially Soured Milk this summer. Try it.

Professor Metchnikoff, in a book on the Prolongation of Life, strongly advocates the use of Soured Milk as a sure cure for Indigestion, Dyspepsia and morbid conditions of the digestive organs.

The Dairy Farm Co., Limited.

POPULAR "ASAHI" BEER



1 BOTTLE

4 Doz. Quarts S. 2.00 per case
8 Doz. Pints S. 1.50 " " " " " "
Hongkong, 15th December, 1910. [5]

Today's Advertisements

NOTICE.

IT is hereby notified that owing to a NEW MAIN LINE being connected to the WATER SUPPLY SYSTEM, in the Vicinity of CAHAWAY BAY, the SUPPLY of WATER will be SHUT OFF in YEE WOO STREET, east of PENNINGTON STREET, and all properties EAST of CAHAWAY ROAD up to and including the Belle View Hotel, from 12 o'clock Noon on WEDNESDAY, the 29th, until 6 o'clock a.m. on THURSDAY, the 30th instant.

A. F. CHURCHILL,
for Water Authority.
Public Works Office,
Hongkong, 27th Mar., 1911. [1008]

PHONE 482.

HONGKONG MOTER GARAGE.

TRY OUR

40 H.P. Clement Car 6 Seats
\$8 An hour
24 H.P. Rambler Car 4 Seats
\$7 An hour
12 H.P. Rex Car 3 Seats
\$5 An hour

We Repair

CYCLES, TYPEWRITERS,
MOTORS,
AT
REASONABLE PRICES.

DRAGON CYCLE DEPOT,

63, Des Vaux Road Central. [46]

NOTICE.

We beg to give the Public notice that our Prices will be increased according to the new scale of duties imposed by the Government on the 16th instant, from the 1st April next.

Until that date our goods may be obtained at the existing rate.

Our new Price List will be issued on the 1st April.

H. PRICE & CO., LTD.,

12, Queen's Road Central, Hongkong,

and

63, Haiphong Road, Kowloon.

Hongkong, 27th March, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea, of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 6 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPRESS OF CHINA" SATURDAY, APRIL 27th.	"EMPRESS OF IRELAND" FRIDAY, MAY 5th.
"MONTEAGLE" TUESDAY, APRIL 18th.	
"EMPRESS OF INDIA" SATURDAY, APRIL 25th.	"ALLAN LINE" FRIDAY, MAY 25th.
"EMPRESS OF JAPAN" SATURDAY, MAY 20th.	"EMPRESS OF BRITAIN" FRIDAY, JUNE 16th.
"EMPRESS OF CHINA" SATURDAY, JUNE 10th.	"ALLAN LINE" FRIDAY, JULY 7th.
"MONTEAGLE" WEDNESDAY, JUNE 28th.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as follows: The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (terminal Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £48.
Via New York £46.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Piers (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG, & CALCUTTA	LAISANG	Tuesday, 28th Mar., Noon.
TIENSIN	CHIPSING	Tuesday, 28th Mar., Noon.
MANILA	YUEN SANG	Saturday, 1st April, 2 p.m.
SHANGHAI, Kobe & Moji, NANSAN.		Tuesday, 11th April, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang," and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang.

For Freight or Passage apply to **JARDINE MATHESON & CO., LD.**
General Managers.
Telephone No. 216.
Hongkong, 27th March, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER and SEATTLE via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"STRATHARDLE"	3,380	Laumont	13th April
"SUVERIC"	6,232	F. S. Cowley	4th May

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Otter" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

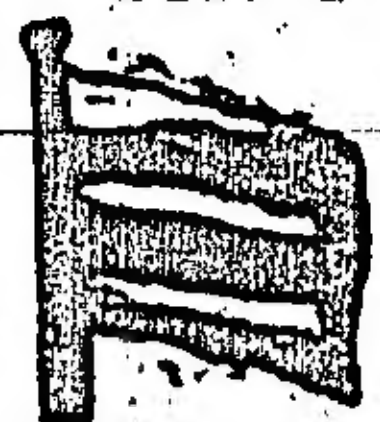
For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Piers Central.
Telephone No. 780.
Hongkong, 17th March, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HIRANO MARU, Capt. H. Fisher, Tons 9,000 TANGO MARU, Capt. K. Kawara, Tons 8,000 KAMO MARU, Capt. P. L. Sommer, T. 9,000	WEDNESDAY, 29th Mar., at Daylight. WEDNESDAY, 12th April, at Daylight. WEDNESDAY, 26th April, at Daylight.
VICTORIA, B.C. & SEATTLE.	SADO MARU, Capt. J. Richards, Tons 7,500	SATURDAY, 25th April, from KOBE
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.	INABA MARU, Capt. Tomihara, Tons 7,000 TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 28th Mar., at Noon. TUESDAY, 25th April, at Noon.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	NIKKO MARU, Capt. M. Yagi, Tons 6,000 KUMANO MARU, Capt. M. Winckler, Tons 6,000	FRIDAY, 14th April, at Noon. FRIDAY, 12th May, at Noon.
SHANGHAI, MOJI & KOBE.	BINGO MARU, Capt. S. J. G. Parsons, Tons 7,000	WEDNESDAY, 29th March.
NAGASAKI, KOBE and YOKOHAMA.	KUMANO MARU, Capt. M. Winckler, Tons 6,000	WEDNESDAY, 12th April, at noon.
KOBE and YOKOHAMA.	AKI MARU, Capt. K. Ippuma, Tons 7,000	THURSDAY, 30th Mar., at 11 A.M.
BOMBAY, &c.	CEYLON MARU, Capt. Fred. Pyne, Tons 6,000	TUESDAY, 4th April.

† Fitted with new system of wireless telegraphy.
* Carries deck passengers.

PASSENGER SEASON 1911

SAILINGS AND PASSAGE RATES FROM HONGKONG

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Hirano Maru	9,000	29th March	To London, per New Steamer 1st class Single... £550 " Return... 825 2nd class Single... 360 " Return... 510 Old Str. 1st class Single... 500 " Return... 750 2nd class Single... 340 " Return... 405
Tango	8,000	12th April	
Kamo	9,000	26th "	
Aki	7,000	10th May	
Mishima	9,000	24th "	

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Inaba	7,000	28th March	To Pacific Coast Common Points 1st class Single... £30 2nd " " " £21
Tamba	7,000	25th April	To London via New York 1st class Single... £60 " via St. Lawrence 1st class Single... £50
Awa	7,000	23rd May	
Inaba	7,000	20th June	

With option of rail between calling ports in Japan.
Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to freight, Passage Sailing, &c., apply to
T. KUSUMOTO,
Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL.
MANILA, CEBU & ILOILO	"KAIFONG"	28th Mar., 4 p.m.
SHANGHAI	"ANHUI"	30th " 4 p.m.
HAIPHONG	"SUNGKIANG"	31st " Noon.
CHEFOO & NEWCHWANG	"NANCHANG"	31st " 4 p.m.
TIENSIN	"HUICHOW"	31st " 4 p.m.
NINGPO & SHANGHAI	"HUPEH"	31st " 4 p.m.
SHANGHAI	"CHENAN"	1st April, M'night.
MANILA, CEBU & ILOILO	"TAMING"	4th " 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"TAIYUAN"	10th " 4 p.m.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duly qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Lintan, Chinkua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 6 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.
For Freight or Passage apply to

BUTTERFIELD & SWIRE.
Agents.
Telephone No. 15.
Hongkong, 27th March, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES

Marseilles, Havre, Antwerp, Rotterdam, Bremen, Hamburg and New York.

Taking cargo at Through rates to all European Northern Continental Ports, London, Liverpool, Glasgow, etc., Trieste, Naples, Genoa, Ports in the Levant, Black Sea, Baltic, American and African Ports.

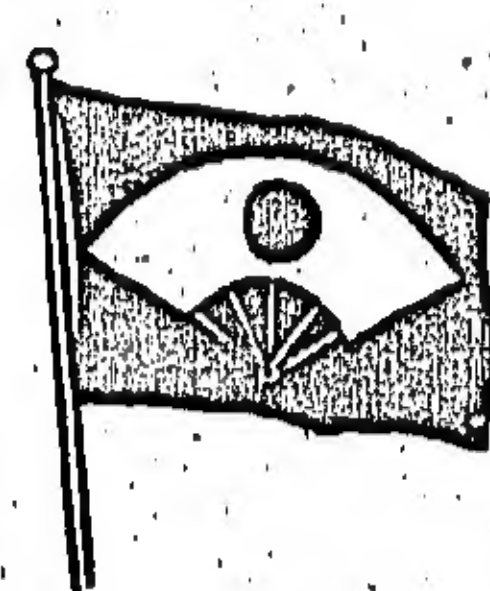
Next Sailings from Hongkong:

OUTWARD.	HOMeward.
For Shanghai, Kobe & Yokohama: S.S. Suevia 7th April " Bayern 20th April " Fr. infel 6th May " Scandia 19th May " Slavonia 4th June	For Havre, Rotterdam & Hamburg: S.S. Preussen 1st April For Marseilles, Rotterdam & Hamburg: S.S. Albia 14th April For Havre, Rotterdam & Hamburg: S.S. Rheinfels 22nd April For Havre, Bremen & Hamburg: S.S. Senegambien 24th April

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 25th March, 1911.

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TOYO KISEN KAISHA

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINE.

SAN FRANCISCO LINE

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
† Chioyo Maru	21,000	W. W. Greene	Friday, April 14, 1 p.m.
† America Maru	11,000	A. G. Stevens	Friday, May 5, 1 p.m.
† Tenyo Maru	21,000	E. Bent	Friday, May 12, 1 p.m.
† Nippon Maru	11,000	H. S. Smith	Friday, June 2, 1 p.m.

† Triple Screw, turbine engines. * Twin Scurys.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

† The Triple Screw Steamer "CHIOYO MARU" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 14th April, at 1 p.m.

SOUTH AMERICAN LINE.

(In conjunction with NATIONAL RAILWAY of MEXICO at MANZANILLO).
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Buyo Maru	10,500	K. Hashimoto	Wednesday, April 19, 1 p.m.
Hongkong Maru	11,000	H. Hinokuma	Saturday, June 17, 1 p.m.
Kiyo Maru	17,200	H. Nishi	Thursday, Aug. 15, 1 p.m.

THE Steamer "BUYO MARU" will be dispatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 10th April, at 1 p.m.

FARES FROM HONGKONG.
TO SAN FRANCISCO £ 45-0-0, Single
" NEW YORK " 60-0-0, "
" LONDON " 71-10-0, "
" " " " 120-0-0, Return 6 Months
" " " " 125-0-0, " 2 "
" SALINA CRUZ or MANZANILLO Yen. 420.00, Single
" VALPARAISO Yen. 570.00, " "
SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—
TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Service located in Asia, European Officials in the Service of the Government of China and Japan.
TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.
TO ALL POINTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only).
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.
"TENYO MARU" and "CHIOYO MARU" are fitted with Turbine Engines and Triple Scurys. Record Speed 21½ knots.
Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, Local Manager.
KING'S BUILDING (Opposite Blake Pier).

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For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 21st March, 1911.

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SPORT.

CRICKET.

On Saturday afternoon the Hongkong Cricket Club met the Garrison in the series of triangular matches which are down on the card for settlement. The scores were as follows:—

GARRISON.

Lt. Williams, c Donnelly, b Bird	29
Lieut. Dimpsey, b Sharpin	58
Capt. Garnett, b Sharpin	15
Capt. Clapham, b Sharpin	3
Col. Hamilton, c Moore, b Sharpin	31
Lt. Day, b Payne	1
Lt. Collis-Brown, b Sharpin	4
Lt. Bagnall, b Payne	12
Major Taylor, not out	1
Lt. Paris, b Payne	0
Cpl. Taverner, c Hancock, b Payne	6
Extras	10

Total.....170

HONG KONG.

T. A. Pearce, not out	115
A. A. Claxton, b Taverner	32
H. Hancock, c and b Dimpsey	10
R. Hancock, b Taverner	0
H. D. Sharpin, b Taverner	4
C. T. Hogg, b Dimpsey	0
Rev. S. W. Payne, b Taverner	4
D. E. Donnelly, run out	0
S. S. Moore, b Bagnall	7
M. M. Mans, b Bagnall	0
R. E. O. Bird, not out	9
Extras	6

Total.....187

FOOTBALL.

On Saturday afternoon the Naval Yard team met the left half of the K.O.Y.L.I. in the final shield competition and the game was watched by an unusually large crowd of spectators. The teams were as under—Naval Yard:—Watts, Macdonald and Conant; Anderson, Brown and Macey; Watkins, McFarland, Read, Sullivan and Morgan. K.O.Y.L.I.:—Wright; Stangroom and Shepherd; Young, Dawick and Brailford; Vickers, Green, Palmer, Bryan and Harris. Mr. A. Storrie was referee, and Messrs. Goggin and Barnofather acted as line-men.

The game was very fast throughout. There was no scoring in the first half but in the second portion of the game the Naval Yard exerted their superiority and came away winners by two goals to nil.

At the close of the match Hon. Mr. H. Kewick presented the shield to the winning team and handed over the medals to the victorious Eleven.

RACES.

By kind permission of the Stewards of the Hongkong Jockey Club, the 1st Bn. K.O.Y.L.I. will hold their Regimental Live Meeting at the Race Course on SATURDAY, April 1st. First race 2.30 p.m.

Admission \$1. Ladies are invited. Members of the Hongkong Jockey Club are requested to show their Gymkhana Club tickets at the gate. The Officers K.O.Y.L.I. will be at home to their friends in the Jockey Club Stand.

H. K. HUGHES, Capt.,
Clerk of the Course.
Hongkong, 25th Mar., 1911. [396]

STEAM LAUNDRY CO.

YAU MATI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery. Linen and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a specialty. Depot No. 1, Beaconsfield Arcade. Tel. K92.

R. WOOD,

Manager.
Hongkong, 1st Mar., 1911. [331]

HUNG ON & CO.

SHOW ROOM AND STORE
at the Premises formerly occupied by
A. CUM & Co.
17A, QUEEN'S ROAD, CENTRAL.

GENERAL UPHOLSTERERS
AND FURNITURE
IRONERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or hire at moderate rates.
Hongkong, 1st June, 1910. [449]

OUR
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

THE BARMAID QUESTION.

It is distinctly refreshing to realise that that august body the Legislative Council of Hongkong has at length, in its crusade aiming at the extinction of female public house attendants, come to recognise the non-necessity of defining what constitutes a barmaid. But the point of wisdom has not been reached without much labour of consideration and a deal of brain-racking contemplation on the part not only of the Council itself but of the Councillors in their independent capacity and of the Licensing Board as well. Each and all of these bodies have sat in solemn conclave over the troublesome riddle "What is a barmaid?" and in the end every body has given it up as too great a poser. But there is at least common agreement on one point—namely, that the end aimed at can easily be attained without the need for a reply being provided to the query.

Daily Press.

SATURDAY'S MEETING.

From Mr. Shaw's point of view it is a pure misfortune. The strength of the market would appear to have been over-rated and the strength of the opposition factors very much under-rated. Mr. Shaw, however, firmly believed in his optimistic forecasts when he uttered them, and he told the meeting that the General Managers had shared in the disappointment because they added to their holdings and had never sold a share. That is fairly good proof of honesty, if mistaken conviction, but the appointment of a committee to investigate the affairs of the Company will do more to re-establish confidence than all the explanations and protestations which may be made at a general meeting of shareholders. Therefore it is satisfactory to see that the General Managers and Consulting Committee were ready to accept the appointment of such a committee, and until this Committee has presented its report, discussion of the subject in the Press may well be postponed.

South China Morning Post.

THE AGE OF MUSICAL COMEDY.

The advance which musical comedy has made is almost miraculous and it is rapidly acquiring traditions of its own. Beautiful in form and original in treatment, flexible and responsive, it is usurping the power and place of light, as well as grand opera. Further, its force is almost irresistible since there is nothing vulgar, nothing that offends in the delicate phrasing of its motif, and just so long too as it preserves the emotional and intensely human note which now distinguishes it, it will remain an influence that compels respect and will require to be regarded by a standard of its own.

OUR DIARY.

Monday, 27th March.
Seamans' Institute Concert.
Bijou Scenic Theatre, 9.15 p.m.
Empire Cinematograph, 9.15 p.m.

Tuesday, 28th March.
China Race Company, Ltd., annual meeting, 12.15 p.m.
V.R.C. Athletic Sports, entries close.

Thursday, 30th March.
Royal Mated Water Co., Ltd., meeting, 4.30 p.m.

Friday, 31st March.
Lady Langard "At Home."

Saturday, 1st April.
K.O.Y.L.I. Regimental Races, at Race Course.
Oxford and Cambridge Dinner.

Monday, 3rd April.
Hongkong Chamber of Commerce Dinner.

Tuesday, 4th April.
Hongkong Fire Insurance Co., Ltd., Extraordinary Meeting, Noon.

Wednesday, 5th April.
Licensing Board Meeting, 2.15 p.m.

Entertainment

THE
BIJOU SCENIC THEATRE.

(FLOWER STREET)

FLYING! FLYING!
AVIATION WEEK.The Latest Pictures of
DIRIGIBLE BALLOONS AND AEROPLANES.
NEW SONGS and DANCES.Grace Vyveene. Vera Ferrace.
Hongkong, 26th March, 1911. [737]

CAPSTAN MIXTURE

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&

FULL



In 1/4 lb.

Air Tight

Tins

W. D. & H. O. WILLS.

THE BERNISE ALPS MILK CO.
STALDEN EMMENTHAL, SWITZERLAND.

"No. 10" SCOTCH WHISKY

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

REASONS WHY

YOU SHOULD SEE US FOR YOUR
OPTICAL NEEDS.Our Experience extends over a period of fifteen
years of successful business.We Spare No Expense in equipping our
offices with the latest and best appliances for
measuring eye defects or turning out perfect
lenses.You Owe it to Your Eyes to visit the place
that is prepared and equipped to do the best
grade of work. Our optical parlors are the
best in South China.Lenses are Ground and Polished on the
premises. Call and see our machinery in
operation.Philippine
Offices
75, Basilio,
MANILA.CLARK & CO.
OPTICIAN
HOTEL MANSIONS
HONGKONG

Entertainment

THE
"Empire" Cinematograph
Theatre,
Des Vaux Road Central opposite
Central Market.Has Choice for
T-O-NIGHT!
A HIGH STANDARD BILL.
Amusing Moving Pictures
also will be shown
THE GREAT HISTORICAL
PICTURE
"ATHALIAH"
Act Film by Pathé Freres
All Coloured—Length 2,000 feet.The DONNELLYS
Champion Dancers.
KITTY DONNELLY
The Queen of Irish Dancers.
In New Successful Songs and Dances.
BOOK YOUR SEATS EARLY.
Hongkong, 26th Mar., 1911. [852]VICTORIA SKATING RINK.
Next Door to the Empire.5 SESSIONS DAILY.
SUNDAY, 26th March, at 8.30 p.m.
A GRAND
Ladies' Nomination and Ribbons
Competition (Skating).
11 p.m. to 12 p.m. DANCE.
Prices as Usual.
Ladies accompanied by Gents (Free).
Hongkong, 26th Mar., 1911. [890]PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 10.00 a.m. Every 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.00 a.m. to 12.45 p.m. " 15 min.
12.15 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.
3.30 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.00 p.m. " 10 min.NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 to 11.15 p.m.
every half hour.SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 min.
9.00 a.m. to 9.30 a.m. " 30 min.
9.30 a.m. to 10.30 a.m. " 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.15 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 3.15 p.m., 11.30 p.m.
and 11.45 p.m.SPECIAL CARS by Arrangement
at the Company's Office,
Alexandra Buildings, Des Vaux Road
Central.JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 1st April, 1909.

A LING & CO.

FURNITURE AND PHOTO
SUPPLIES.DEVELOPING, PRINTING
& ENLARGING.

19, Queen's Road. [863]

LEE YEE

HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES AND
TOILET REQUISITES
FOR SALE.

18, D'ARQUER STREET, HONGKONG.

PO SING,
JEWELLER & SILVERSMITH
No. 1, POTTING STREET.CANTONESE SILVER WORK
of every description done here,
Moderate Prices.Xmas and New Year Presenting
great variety and at special rates suitable
to all tastes and purses. [885]SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGE-MASTERS, BRASS AND IRON FOUNDRERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.GRAVING DOCK
78 ft. by 8 ft. by 3 ft. 6 in.
Pumps empty Dock in
2 1/2 hours.THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
displacement, providing conditions for
painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES throughout
the Sheds Ranging up to 100 Tons.
Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN.

Shipping-Steamers.

DOUGLAS STEAMSHIP CO., LD.
Hongkong-South China Coast Ports.Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light, Excellent
Cuisine.
FOR SWATOW, AMOY AND FOOSHOW AND RETURN.
(Occupying 9 to 10 days.)HAICHING... Capt. W. C. Pakenham... TUESDAY, 28th March, at 11 A.M.
HAIYANG... Capt. A. E. Hodgins... FRIDAY, 31st March, at 11 A.M.
HAITAN... Capt. J. S. Romb... TUESDAY, 1st April, at 11 A.M.
FOR SWATOW AND RETURN. (Occupying 3 Days.)
Haimun... Capt. J. W. Evans... WED' DAY, 29th Mar., at 11 A.M.
Steamers will arrive at, and depart from the Company's Wharf
near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.
057]THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Aldenhams	Mar. 24.	April 5th, at Noon
Empire	April 7.	April 29th, at Noon
St. Albans	May 5.	May 27th, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a
plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with
Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor
and Stewards are carried.
For further particulars, apply to
Gibb, Livingston & Co.,
Agents. [967]

JAVA CHINA-JAPAN LIJN.

Regular Fortnightly Service between
Java, China and Japan.

Steamers	From	Expected on or About	Will leave for Or or About
Tjitaroem	JAVA	Second half SHANGHAI	Second half March
Tjiliwong	AMOI	Second half JAVA	Second half March
Tjilatjap	JAPAN	Second half JAVA	Second half March
Tjibodas	JAVA	Second half JAPAN	Second half March
Tjilahi	JAPAN	First half JAVA	First half April
Tjipanas	JAVA	Second half JAVA	Second half April
Tjikini	JAVA	First half	First half April

The steamers are all fitted throughout with Electric Light, and have
accommodation for a limited number of saloon passengers, and will take cargo
to all Ports in Netherlands India on through D/T.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Buildings. [974]

Telephone No. 375

Regular Steamship Service
to New York,
via PORT and SUEZ CANAL
(With Liberty to Call at Malabar
Coast).FOR BOSTON AND NEW
YORK.
S.S. "GHAZEE" About 7th April.
For Freight and further Information,
apply to
DODWELL & CO., LTD.,
Agents,
Hongkong, 14th Mar., 1911. [966]CLOUET CHAMPAGNE
EXTRA DRY.
24 pints at \$22.50.
FRENCH STORE,
6 Queen's Road.
Hongkong, 15th Mar., 1911. [47]THE Peninsular & Oriental
Steam Navigation
Company.STEAM-FOR STRAITS, CEY-
LON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, CONTINENTAL
AND AMERICAN PORTS.THE Steamship
"DEVANHA,"
Captain H. Powell, carrying His Ma-
jesty's Anils, will be despatched from
this for Bombay, &c., on SATUR-
DAY, the 1st April, 1911, at Noon,
taking passengers and cargo in con-
nection with the Company's s.s.
"Moksha," 10,000 tons, from Colum-
bo, passengers' accommodation in which
vessel is secured before departure from
Hongkong.Silk and Valuables, all cargo for
France and Tea for London (under
arrangement) will be transhipped at
Columbo into the mail steamer proceed-
ing direct to Marseilles and London;
other cargo for London, &c., will be
conveyed via Bombay by the s.s.
"Mantia," due in London on the 12th
May, 1911.Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 26th Mar., 1911. [4]TSANG KWONG
COMPANY.ELECTRICAL AND GAS
CONTRACTORS.230, Des Vaux Road Central.
Telephone No. 699.
Hongkong, 2nd Jan., 1911. [78]

Consignees

"MOGUL" LINE OF
STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "MONTROSE."
FROM GLASGOW, LIVER-
POOL AND STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of Holt's Wharf, at Kowloon, whence
and/or from the wharves delivery may
be obtained.No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
28th inst. will be subject to rent.All claims against the steamer must
be presented to the Underwriter on or
before the 21st prox. or they will not
be recognized.All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
28th inst., at 3 p.m.No Fire Insurance has been effected.
Bills of Lading will be countersig-
ned by
DODWELL & CO., LTD.,
Agents.
Hongkong, 21st Mar., 1911. [977]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM ANTWERP, MIDDLES-
BRO', LONDON & STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra-hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence and/or
from the wharves delivery may be
obtained.No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
29th inst. will be subject to rent.All Claims against the Steamer must
be presented to the Underwriter on or
before the 3rd prox., or they will not
be recognized.All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
29th inst. at 11 a.m.No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 22nd Mar., 1911. [988]NORDEUTSCHER LLOYD,
BREITEN,
IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"KLEIST,"
having arrived, Consignees of cargo are
hereby informed that their Goods, with
the exception of Opium, Treasure and
Valuables, are being landed and stored
at their risk into the hazardous and/or
extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and
West Point Godowns, whence delivery
may be obtained.No claims will be admitted after the
Goods have left the Godowns, and all
goods remaining undelivered after the
30th of March, will be subject to rent.All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
30th of March, at 9.30 a.m.All claims must reach us before the
of 4th April, 1911, or they will not
be recognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned
by the undersigned.
NORDEUTSCHER LLOYD,
MELOCHERS & CO.,
General Agents.
Hongkong, 23rd Mar., 1911. [7]

LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE & STRAITS.

THE Steamship
"FLINTSHIRE,"
having arrived from the above ports,
Consignees of cargo by her are hereby
informed that all goods are being landed
at their risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Company, Limited, whence,
and/or from the wharves, delivery may
be obtained.Goods not cleared by the 31st inst.,
at 5 p.m. will be subject to rent.
All broken, chafed and damaged
packages are to be left in the Godowns
where they will be examined on 31st
inst., at 10 a.m. Claims against the
steamer must be presented within 10
days of arrival, otherwise they will not
be recognized.No Fire Insurance will be effected
by us in any case whatever.
Bills of Lading will be countersigned
by
JARDINE, MATHESON &
CO., LTD.,
Agents.
Hongkong, 25th Mar., 1911.

I

COMMERCIAL

EXCHANGE

SHIPPING NEWS.

MAIL BOX

The C. P. R. Co.'s ss^t Montecagle arrived at Kobe at 8 p.m., on 25th inst., and left again at 7 p.m., yesterday, for Shanghai, where she is due to arrive at 8 a.m. on 30th inst.

ARRIVALS.

27th Mar.—Tientsin 21st
Mar., Gen.—B. & S.

CLEARANCES AT THE WAR
BOUR OFFICE:

DEPARTURES.

Mar. 27.

Yat-sing, for Amoy.
Kwanglee, for Shanghai.
Palma, for Shanghai.
Anhui, for Canton.
Hsin Chang, for Canton.
Chinhua, for Shanghai.
Unda, for Swatow.
Flatshire, for Shanghai.
Dratze, for Swatow.

PASSENGERS ARRIVED.

Per Villy de la Cistat, arrived 27th March from Singapore--Mr. and Mrs. Albert, Messrs. M. Vogel r. Kanat Sam, Yan Yui Hing, M. S. Dent, Tang Eng Koh, Mrs. Cok Ha and Int. Japanese

PASSENGERS EXPECTED

Per Akimura, from London
8th February.—Mr. R. Trounce
Johnson, Miss Fiddleton, Messrs.
R. Rugeley, C. E. W. Harrop, W.
Conside, Mr. and Mrs. S. J.
Cowell, Mr. G. W. Spwell, Mr.
and Mrs. E. G. Bell, Minister E.
Hill, Mr. K. Kamekari, Miss
Lloyd, Miss Hughes, Mr. T.
Onoda, Commr. T. Yamamoto,
Miss Tander, Mr. and Mrs. J.
Lido, Mr. W. Arnold, Miss
Livingston, Messrs. M. Dempster,
A. Akagi, S. Akii, C. Mita, I.
orio and K. Hibino.

VESSELS IN PORT.

STEARNS.

James, Ger. s.s., 1,344, P. Semhill,
24th Mar.—Sandakan 14th
Mar., Tindar and Gen.—M.
& Co.

Weld, Br. s.s., 1,122, Frib-tad, 21st
Mar.—Bangkok 12th Mar.,
Rice and Gen.—Choosee.

Wiley, Am. s.s., 3,160, Emory Rice,
21st Mar.—San Francisco
21st Feb., Mail and Gen.—
P. M. S. N. Co.

Wingfield, Nor. s.s., 1,753, R. E.
Swensen, 24th Mar.—Hog-
gy 22nd Mar., Coal—A.
Buck.

Winton, Br. s.s., 1,115, W. Weber,
24th Mar.—Bangkok 7th
Mar., Rice—B. & S.

Yong, s.s. of China, Br. s.s., 3,016,
R. Archibald, n.s.s., 17th
Mar.—Vancouver, B.C. 23rd
Feb., and Shanghai 14th
Mar., Mail and Gen.—C. P.
R. Co.

Yong-sang, Br. s.s., 1,356, S. Wilde,
24th Mar.—Ganton 29th
Mar., Gen.—J. M. & Co.

Zwei, Fr. s.s., 732, Bouthier, 24th
Mar.—Haiphong 21st Mar.,
Gen. and Mail—A. R.
Marty.

Zula, Maru, Jap. s.s., 3,837, S.
Tomimaga, 20th Mar.—
Seattle via Port 14th Feb.
Gen.—N. Y. K.

Kaifong, Br. s.s., 197, Shiford, 24th Mar.—Manila 21st Mar, Gen.—B. & S.

Kjeld, Nor. s.s., 1,011, J. Hellesø, 21st Mar.—Bangkok 8rd Mar, Ricio.—A. T. & Co.

Kohsiehang, Ger. s.s., 1,293, Rosiefsky, 22nd Mar.—Bangkok 16th Mar, Ricio.—B. & S.

Kunchow, Br. s.s., 1,465, T. Martin, 23rd Mar.—Saigon 20th Mar, Gen.—Man Fat & Co.

Lai Sang, Br. s.s., 2,225, E. J. Tada, 21st Mar.—Singapore 15th Mar, Gen.—J. M. & Co.

Mario, Ger. s.s., 1,900, Christiansen, 20th Mar.—Saigon 10th Mar, Ricio.—J. & Co.

Merapi, Br. s.s., 1,480, Udhall, 22nd Mar.—Singapore 16th Mar, Sugar.—Kin Ty Loon & Co.

Mexico Marit, Jap. s.s., 3,759, N. Kubayashi, 23rd Mar.—Thames 18th Feb., Gen.—O. S. K.

Mindoro, Am. s.s., 260, Michael, 3rd Mar.—Manila 27th Feb., Sugar.—Oler.

Marlands, Br. s.s.s., 2,281, C. R. Hiel, 14th, Mar.—Bumby and Fromantle, W.A.; 16th Feb., San Salvador and Jarratwood.—J. M. & Co.

Nanchang, Br. s.s., 1,011, R. Robertson, 22nd Mar.—Saigon 18th Mar, Ricio.—B. & S.

Onufa, Br. s.s.s., 5,310, W. Cope, Lycett, 24th Mar.—Victoria B.C., via Japan 22nd Feb., Gen.—B. & S.

Prometheus, Nor. s.s., 1,024, Jensen, 22nd Mar.—Saigon 18th Mar, Ricio and Gen.—A. T. & Co.

Praspor, Nor. s.s., 924, K. Larsen, 15th Mar.—Bangkok 8th Mar, Ricio.—A. T. & Co.

Quarta, Ger. s.s., 1,146, H. Madsen, 20th Mar.—Pobolingya 9th Mar, Sugar.—J. C. J. L.

Rigel, Br. s.s., 1,754, Jorge Sievert, 17th Mar.—Manila 13th Mar, Sugar.—Oler.

Salahajji, Br. s.s., 1,237, P. Reederker, 19th Mar.—Balik Papan 10th and 11th Mar 12th Mar, Liquid Fuel.—A. P. & Co.

Shibutani Maru, Jap. s.s., 2,469, Maruoto, 24th Mar.—Moff 13th Mar, Ballast.—O. S. K.

Tjikini, Dut. s.s., 2,844, Koops, 14th Mar.—Java 6th and Billiton 7th Mar, Sugar and 1 Gen.—J. C. J. L.

Vormoert, Ausch. s.s., 3,727, H. Dannecker, 24th Mar.—Shanghai 21st Mar, Gen.—S. W. & Co.

Walton Hall, Br. s.s., 4,766, J. Leary, 16th Mar.—New York O.L.—S. O. Co.

SHIPS PASSED THE CANAL.

3rd March.—Denverlioh, Derfflinger, Indasamba, Hitachi Maru, Patroclus, Kleist, Persia, Shimosa, Seichen, Ville de la Citat, Inverelville. 7th March.—Aki Maru, Momiji, Slavonia, Svevia, 10th March.—Agamemnon, Monmouth, hire, Darnel, Nubi, Oceania, Stenor, 14th March.—Banauw, Caledonia, Chius, Deep Castle, Sicilia, Tonkai, Arrivals.—12th March.—Jason, Prinz Eitel Friedrich, Lathania, Miyasaki Maru, Prinz Ludwig. 21st March.—Denjag, Hellas, Mishima Maru, Sigona, Armenia, Neekar, Tourane. 24th March.—Albion, Bayern, Yang Tze, Pandia, Hyson, Katuru, Salazir, Mui-an, Tyders.

Arrivals at Home.—3rd March.—Achilles, Caledonia. 7th March.—Antenor, Ceylon, Scandia. 10th March.—Derfflinger, Atholl, Hitachi Maru. 4th March.—Inverelville, Persia, Prasilus. 17th March.—Diopede, Oceania. 21st March.—Slavonia. 24th March.—Prinz Eitel Friedrich, Nubia, tentor.

CHINA COAST METEOROLOGICAL

REQUISITION.							
March 23th, a.m.							
Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Skodote	6 a	30.23	—	—	—	0	—
Okio	"	30.20	—	—	NE	2	—
Yagasaki	"	30.17	—	—	—	0	—
Shioha	6 a	—	—	—	—	—	—
Itaiwei	9 a	30.29	41	57	NW	1	bm
Adukow	6 a	—	—	—	—	—	—
"Kiang"	"	30.28	44	81	—	0	o
Yonghai	9 a	30.33	42	66	N	1	o
Yutself	"	30.37	43	75	N	1	ov
Snip P'k	"	30.23	54	87	E	1	o
Yunp	6 a	30.16	51	86	NE	2	o
Yratow	"	30.16	51	86	ENE	2	o
Ynton	9 a	30.23	54	81	N	2	o
Ykgang	10 a	30.22	59	89	ENE	1	od
Yp Rock	"	30.19	—	—	ENE	5	od
Yneao	"	30.23	56	8	S	1	—
S. J.	"	29.94	79	—	ENE	6	o
Ynfla	10 a	30.00	82	70	WNV	1	o
Ynlo	9 a	29.93	83	—	NE	2	o
Ynjo	"	29.96	85	—	N	1	o
Ynbum	"	29.95	84	—	—	—	—

March 25 at March 25 at		
10 a.m. 4 p.m.		
Barom. etc.....	30.22	30.15
Temperature.....	51	61
Humidity.....	83	74
Direction.....	—	—

POST OFFICE.

W. Dr. F.

HONGKONG HOTEL

Abbott, Mrs. E. Keene, Miss J.
Adriew, W. Keene, Mrs. C.
Andrew, J. I. Kendall, Miss E.
Austin, Mrs. F. C. Kuyper, Miss I.
Backhouse, Mr. & Luck, G. M.
Mrs. J. H. Lee, Mr. & Mrs.
Barker, S. S. O.
Bardsley, Capt. G. Lopez, J. M.
B. Lloyd, G. T.
Beck, F. H. Lowry, S.
Benson, Mr. and Lubbock, L. L.
Mrs. W. E. n. n.
Bernaner, K. Lubbock, Miss
Blackstock, Mr. & Lubbock, Mrs.
Mrs. Lazaringa, H. I.
Blanca, Mr. and
Mrs. N. F. Mardliorst, O.
Blesfield, F. Marriott, Dr. O.
Bonner, J. W. D. Matheson, Mrs. I.
Donnet, F. T.
Born, Mr. & Mrs. Massey, Miss
C. van don. A.
Bowen, Mr. and McIntyre, Col.
Mrs. W. T.
Brappell, Mrs. A. Mcnert, Mr. and
B. and 2 children Mrs. du
Brooks, Mr. & Mrs. McGee, Miss
B. J. McGee, Mrs. W.
Bureau, Mrs. J. S. McIntyre, P. G.
Van Mierck, J.
Burrows, Col. Merceli, B. C.
Camfield, G. Montgomery, D.
Campbell, Mrs. L. E. and Mrs. J. E.
B. & grand child and 2 children
Cartwright, S. W. Moulder, Mr. and
Catt, Hugh H. Mrs. A. B.
Champlin, Miss A. Nanninga, P. W.
B. L.
Champlin, Miss K. Needham, L. R.
Chivers, P. T. Nobles, H.
Clark, W. E. North, W.
Clissold, L. A. Ostronk, Coun.
Condon, H. L. family & maid
Cottrump, Mrs. Packer, Mrs. H.
Cottrump, Mr. and E.
Mrs. M.
Cotton, Master Parkes, J. L.
Cotton, Mr. & Mrs. Paton, R. H.
J. C. Piffner, A. F.
Cullen, J. R. Mrs. A. W.
Dale, R. W. Pinkham, L. E.
Darby, Mr. & Mrs. Potts, P. C.
W. G. child and Pritschlav, P. T.
and Pritchard, W. T.
Davidson, N. K. Ray, E. H.
Davidson, P. Raymond, Mr. &
Davies, Hon. Mr. Mrs. A. & child
W. Rees Rees; Mr. & Mrs.
Dewey, Mr. & Mrs. Van
A. B. Saffor, J.
Doherty, Miss Sheridan, J. J.
Dohar, Mr. & Mrs. J. H. Shewan, R.
J. H. Shimada, Y. H.
O'Outting, C. Smith, M. Pasko
Ow, W. C. Solomon, H. H.
Danning, N. W. Spencer, Mr. and
Mrs. H. V. Mrs. P. W. and
Eckman, John infant.
Eckman, E. J. W. Spittles, J.
Chronfels, Mr. and Square, Miss A.
Mrs. H. G. Stainer, L. and
Fisher, H. G. Mrs. C. E. n. n.
Forester, J. Sullivan, P. J.
Francis, W. H. Tait, E. G.
Friedl Deimrin Thayer, Mr. and
Goolander, A. M. Mrs. A. D.
Foulbourn, V. Thompson, Mr. &
Grove, M. Mrs. M. L.
Hagen, F. Technin, G.
Haley, G. A. Vogler, W.
Hasting, J. H. Walker, Mrs. L.
Henderson, Mrs. P. M.
Hill, Mr. and Mrs. Ward, W. K.
W. A. Well, Mrs. C. V.
Hill, Mr. & Mrs. Williams, Miss H.
F. Wilson, C. H. V.
Horne, Mr. & Mrs. Wining, E. H.
B. E. White, Mr. and
Hough, Dr. S. Mrs. H. J. H.
Hovington, Miss Whyte, L. G.
Humphreys, C. Wood, G. M.
Hunsden, Hans Wood, J. B.
Hunsden, R. Wright, Miss
Hunsden, Mr. and Wright, Mr. and
Mrs. E. S. Mrs. F. W.

ASTOR HOUSE,

Kinison, R. L.
 Licut, Cut
 Liddin, Phil
 Liddin, Mr. and
 Liss, M. D.
 Liron, J. V.
 Lufort, J.
 Lurg, J.
 Lown, J. L.
 Lvedad, A.
 an Tak Hung
 Lppan, F. J.
 Lark, Capt. F. W.
 Lra, F. W.
 Lpin, P.
 liss, Miss Ida
 Lray, Miss
 Lorme, M.
 Lr, Mr. and Mrs.
 L. E.
 L. V. H. M.
 Lrands, Col.
 Lrands, Mrs.
 Lrman, Mrs. O.
 L. J.
 Lrsey, M.
 L. O. D.
 Lrman, Mr. L. E.
 Lrman, W. A.
 Lr, H. Q.
 Lr, M.
 Lrph, J.
 Lr, D. H.
 Lrker, W. M.
 Lrchie, Mr.
 Lr. M. de
 Lr. Mrs. Har-
 Lignouzat, J.
 Marshall, T. W.
 Mody, N.
 Morgan, Mrs. Geo.
 Murphy, T. O.
 Murray, A.
 Myers, W. R.
 Nelson, C.
 Nichols, A. C.
 Norris, D. W.
 Orth, F.
 Pajalte, Mr. and
 Mrs.
 Pond, E. H.
 Ramsey, T. C.
 Roehs, J. H.
 Roudon, L.
 Rougal, Mr. J.
 Ruby, J.
 Salafelle, Mr.
 Schultze, M.
 Shea, M. J.
 Sizer, P. K.
 Smith, J.
 Sprinkle, W.
 Thornton, F. P.
 Turner, J.
 Vickers, Mr. and
 Mrs. J. O.
 Vinard, His Ex-
 cellency Genl
 Vinard, Mrs.
 Walker, F. W.
 Walker, T. J.
 Mr. & Willis; Mrs. E.
 M.
 Willis, Mrs. E.

SHARE REPORT.

Corrected to 5 p.m., 27th March, 1911.

STOCKS & PAID UP VALUE.	CHINESE QUOTING	LAST DIVIDEND AND DATE.	RETURN BASED ON LAST YEAR'S DIV.
BANKS.			
Hongkong & Shanghai	\$125	\$830 10/- at 1/10 \$24 54 for half year ended 31-12-10	5 p.c.
National Banks	50.	\$60 b. 31.6a.—\$2 for 1903	
MARINE INSURANCES.			
Cantons	\$50	\$180 \$15 for 1909	8 1/2 p.c.
North China	50.	\$165 Interim of 7/6 per share for 1909	5 p.c.
Unions	\$100	\$342 1/2 Final of \$20 making \$50 for 1908 and Interim of \$30 for 1909	6 p.c.
Yangtzes	50.	\$207 1/2 \$12 for 1908 and Int. of \$3 for 1909	7 1/2 p.c.
FIRE INSURANCES.			
China Fires	\$20	\$120 b. \$7 & 1/4 of \$2 for 1909	7 p.c.
Hongkong Fires	\$50	\$335 \$27 for 1903	7 1/2 p.c.
SHIPPING.			
China & Manila	\$25	\$8 1/2 b. \$1 p.c. for 1906	
Douglas Steamships	\$50	\$13 52 for year end'g 30-6-08	
Steamboats	\$15	\$29 1/2 a. Dividend of \$1 1/2 for half year ending 31-12-10	8 1/2 p.c.
Iado-Chinas			
(Preferred)	50.	\$60 b. 3 p.c.—\$8. on preferred shares only for 1910	4 p.c.
(Deferred)			
"Shall" Transports	10.	\$26 1/2 a. Fin. of 2.6 per share (com- pound 13) making in all 4.6 for 1909 & interim 1s. on acc. for 1910	5 1/2 p.c.
"Star Ferry"	\$10	\$23 Div. 7 p.c. for year end- ing 30-4-10	5 p.c.
	\$5	\$12 Bon. 5 p.c.	5 p.c.
REFINERIES.			
China Sugars	\$100	\$103 1/2 \$5 for half year end'g 30-6-10	3 p.c.
Luzon Sugars	\$100	\$20 \$3 for 1897	
MINING.			
Chinese Engineers	10.	\$12 1/2 s. Final div. of 1/6 for the year 1910 making 15% (coupon No. 15)	9 p.c.
Headwaters	P. 10	P. 10 First year	
Rauha	18s. 10d. 10.	\$2.75 1s. 2d. per share 19th div.	5 p.c.
Oriental Consolidated	G. \$10	\$13 Final of \$3.05 for 1909 in all \$5.115.	
DOCKS, WHARVES, & G'DS.			
Fenwick's	\$25	\$5 \$12 for year ending 31-12-06	
Kowloon Wharfs	\$50	\$52 s. \$62 for year end'g 31-12-10	4 1/2 p.c.
H.K. & Whampoa Docks	\$50	\$54 s. 24 p.c. for half year ended 31-12-10	
Shanghai Docks	T. 100	F. 65 Final of Tls. 3 1/2 mak'g Tls. 6 in all for year 30-4-10	3 p.c.
Hongkew Wharfs	T. 100	F. 94 Interim of Tls. 3 for 1910	7 p.c.
LANDS, HOTELS & B'RMOS.			
Anglo French Lands	T. 100	F. 95 b. Tls. 6 29-2-10	5 1/2 p.c.
Central Stores	\$15	\$11 s. 3 p.c. for 1909	3 p.c.
Hongkong Hotels	\$50	\$106 b. \$3 on old shares, \$1.50 on new shares for half year 31-12-10	6 p.c.
Hongkong Lands	\$100	\$94 1/2 \$7 per share for 1910	7 p.c.
Hampreys Estates	\$10	\$6 1/2 s. 15 cents for 1909	7 p.c.
Kowloon Lands	\$30	\$31 s. \$2 1/2 for 1909	7 p.c.
Shanghai Lands	T. 30	T. 97 Tls. 6 for 1910	6 1/2 p.c.
West Points	\$50	\$46 b. Final dividend of \$2.20 per share making \$1 in all for year 1910	8 1/2 p.c.
COTTON MILLS.			
Ewas	T. 50	F. 85 T. 4 for year ended 31-10-10	12 p.c.
Hongkong Cottons	\$10	\$6 s. 50 cents 31-7-08	
International	T. 75	F. 49 T. 7 1/2 for year 30-9-09 (10 p.c.)	15 p.c.
Lao Kung Mows	T. 100	F. 59 Tls. 6 for 1909	10 p.c.
Soy Chees	T. 500	F. 23 Tls. 25 for 1909	15 p.c.
MISCELLANEOUS.			
Bell's Asbestos	12.5	\$8 s. 15 p.c. for 1909	
China-Dornas	\$12	\$11 s. 3 p.c. for 1909	3 p.c.
Light & Powers	\$10	\$1 00 cents for year 28-2-06	
Do. (Spec. shares)	\$1		
China Providents	\$10	\$7 1/2 s. 30 cents for 1910	10 1/2 p.c.
Dairy Farms	\$6	\$19 \$1.20 for year end'g 31-7-10	6 1/2 p.c.
Green Islands	\$10	\$2.60 b. Interim of 15. cents per share for 1910	15 p.c.
I. Price and Co., Ltd.	\$10	\$12 14 per cent. viz. \$1.40 for 1909	12 p.c.
Hongkong Electric	\$10	\$23 s. \$1.20 per share and 1/4 of 10 cents	6 p.c.
Hongkong Ice	\$25	\$157 b. \$10 per share for 1910	
Hongkong Ropes	\$10	\$17 1/2 s. \$2 per share for 1910	11 p.c.
Langkats	g. 100	T. 113 1/2 s. Fin. div. of Tls. 15 mak'g in all Tls. 55 for 1910 and a bonus of Tls. 2	4 p.c.
Morning Post	\$25	\$25 None	
Peak Tramway	\$10	\$13 80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-10	5 p.c.
Do. (new)	\$1	\$1.25	5 p.c.
Philippines	\$10	\$8 None	
Robinson Piano Co.	\$50	\$50 6 p.c. for year end'g 30-2-07	
Societe des Pulpes et Papeteries du Tonkin	\$35 paid up 100 currency	\$33 s. First year	...
Singhai-Sumatra Steam Laundry	T. 20	T. 115 s. No dividend this year	2 p.c.
Union Waterboat	\$5	\$6 1/2 s. 50 cents for year end'g 30-6-10	10 p.c.
United Asbestos	\$10	\$6 1/2 s. 5 per cent. for year end- ing 31-12-10	5 p.c.
Watkins, Ltd.	\$1	\$10 s. 50 cents per ord. share year ending 31-5-10	5 p.c.
Watkins, Ltd.	\$10	\$12 s. 1 1/2 for 1909	
Watkins, Ltd.	\$10	\$12 b. 10 cts. for year end'g 31-7-10	3 p.c.
Watkins, Ltd.	\$10	\$7 s. 1 p.c. for 1909	
William Powell	\$3 s.
Sellers. E. S. KAPOOR & Co. Share & General Brokers.			
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